The Hong Kong Daily Press.

No. 5072 號二十七零千五第 日十三月二十年西癸治同 HONGKONG, MONDAY, 16TH FEBRUARY, 1874. 一拜禮 號六十月二英 港香 [PRICE $2½ PER MONTH.

Arrivals.

Feb. 13, MARY MILDRED, British ship, 460, Smith, Ningpo 10th Feb., Cotton and Sundries.—ORDER.

Feb. 14, CORINNE, Brit. bk., 385, Laidman, Whampoa 13th Feb., Ballast.—BOURJAU & Co.

Feb. 14, NORMA, German bark, 339, T. Kissbaum, Bangkok 9th January, Peas.—BOURJAU & Co.

Feb. 14, NAMOA, Brit. str., 862, Westoby, Penang 31st January, Singapore 4th February, and Saigon 9th, General.—D. LAPRAIK & Co.

Feb. 15, PEIHO, French steamer, 1,891, Melizan, Marseilles 4th January, Port Said 15th, Suez 18th, Aden 25th, Galle 30th, Singapore 7th Feb., and Saigon 11th, General.—MESSAGERIES MARITIMES.

Feb. 15, ALTONA, German str., 1,279, Horo, Calcutta 29th January, Penang 5th February, and Singapore 8th, General.—WM. PUSTAU & Co.

Departures.

Feb. 14, YANGTSZE, for Shanghai.

Feb. 14, BALTIC, for Tientsin.

Feb. 14, H.I.C.M. gun-boat SHUN-CHI for a Cruise.

Feb. 15, COLOMBO, for Melbourne.

Feb. 15, GLENAROS, for Manila.

Feb. 15, NINGPO, str., for Ningpo and Shanghai.

Feb. 15, J. H. JESSEN, for Whampoa.

Feb. 15, BREMA, for New York.

Feb. 15, KWANGTUNG, str., for East Coast.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, FEBRUARY 14TH.

Ningpo, str., for Ningpo and Shanghai.

Passengers.

Per *Namoa*, str., from Penang, &c.:—Messrs. Tremlett and Small, and 300 Chinese deck.

Per *Altona*, str., from Calcutta, &c.:—Lieut. Comdr. Fairlie, Messrs. Brosley, Heilgers, and Capt. Maitnie, and 17 Chinese deck.

Per *Peiho*, str., from Marseilles, &c.:—For Hongkong.—Messrs. Seymour, Longueville, Steel, Costard, Hope, Boyd, Bramiton, Mayer, Bertraud, Douet and Brifant, Mr. and Mrs. Pomeroy, Mr. and Mrs. Bramston, and 66 Chinese. For Shanghai.—Mr. Hamsone. For Yokohama.—Messrs. Grevenost, Eromasto, Yamajoti and Hayast, Mr. and Mrs. Cope and two children, Mrs. Riley and child.

Reports.

The German bark *Norma* reports left Kok on 9th January, had Easterly winds to 9 N., then moderate N.N.E. winds to arrival.

The British ship *Mary Mildred* reports left Ningpo on February 10th, had fresh N.E. winds throughout, with thick rainy weather to arrival.

The German steamship *Altona* reports left Calcutta on 29th January, Penang on February 5th, and Singapore on the 8th, had the first part fine weather. The last 48 hours strong N.E. monsoon. On the 13th instant, passed a Siamese bark, bound South, flying first pendant 3,731.

The French steamship *Peiho* reports left Marseilles on 4th January, Port Said on the 15th, Suez on the 18th, Aden on the 25th, Galle on 3rd February, Singapore on the 7th, and Saigon on the 11th. Throughout the passage had moderate weather. Was detained at Port Said three days in consequence of damage to propeller. In the China Sea had N.N.E. and N.E. winds with moderate and fine weather.

The British steamship *Namoa* reports left Penang on January 31st, Singapore on 4th February, and Saigon on the 9th, had moderate winds and fine weather to lat. 17.45 N.; from thence until to arrival strong monsoon accompanied with heavy head sea. Passed the steamships *Statesman* and *Danube* on the 10th, off Cape Padaran, and also a large steamer on the 18th, at 4 a.m., supposed to be the French mail, bound South. H.M. ships the *Iron Duke*, *Thalia*, *Salamis*, *Midge*, *Avon* and *Frolic*, were in Penang when the *Namoa* left, and H.M.S. *Rinaldo* in Singapore.

Vessels that have arrived in Europe from Ports in China, Japan and Manila.

(Per last Mail's Advice.)

Vessels.	From.	Date of Arrival.
Inverdruie	Iloilo	Dec. 24
Agamemnon (s)	China Ports	Dec. 25
Aurrera (s)	Manila	Dec. 25
Sylvia (s)	China Ports	Dec. 25
Trafalgar (s)	China Ports	Dec. 26
Golden Spur	Iloilo	Dec. 30
Windsor Castle	Manila	Dec. 30
Jas. Lister	Manila	Dec. 30
F. Nightingale	Foochow	Dec. 31

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	From.	Dates.
Ingeburg	Cardiff	Sept. 22
Peter	Cardiff	Sept. 25
Hydra	Cardiff	Sept. 27
Elise	Cardiff	Oct. 8
M. A. Holman	Cardiff	Oct. 13
Radama	Cardiff	Oct. 20
Lesmona	Cardiff	Oct. 24
Channel Queen	Cardiff	Oct. 28
Palma	Hamburg	Nov. 1
Sedan	Hamburg	Nov. 2
Fidelia	Bergen	Nov. 5
Derwent	London	Nov. 18
Antipodes	Cardiff	Nov. 19
Batavia	Hamburg	Dec. 2
Johanne	Cardiff	Dec. 3
Kate Carnie	London	Dec. 3
Swiftsure	London	Dec. 15
Lydia	Newcastle	Dec. 26
Gaintes (s)	London	Dec. 27
Osaka	London	Dec. 30
Patroclus (s)	Liverpool	Dec. 31

Auction Sales To-day.

F. BLACKHEAD & Co., At 11 A.M., Soft and Ravens Duck, &c.

J. M. ARMSTRONG, At 2 P.M., Fancy and Ornamental Articles, &c.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20 %) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co., *Agents.*

1y 1 Hongkong, 1st January, 1874.

Banks.

THE ANGLO-CALIFORNIAN BANK, (LIMITED.) 412, CALA ST., SAN FRANCISCO, CALIFORNIA.

London Office.....3, *Angel Court.*
New York Agents, J. & W. SELIGMAN & Co., 21, *Broad Street.*

AUTHORIZED CAPITAL STOCK.....$6,000,000.

WILL receive Deposits, open Accounts, make Collections, buy and sell Exchange and Bullion, loan Money, and issue Letters of Credit available throughout the world.

R. G. SNEATH, IGN. STEINHART, } *Managers.*

1y 1887

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED by National Decrees of 7th and 8th March, 1848, and by Imperial Decrees of 25th July, 1854, and 31st December, 1866.

RECOGNISED BY THE INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

	Francs.	£ Sterling.
PAID-UP CAPITAL.....	80,000,000	3,200,000
RESERVE FUND.....	20,000,000	800,000

HEAD OFFICE.—14, Rue Bergère, Paris.
LONDON AGENCY.—144, Leadenhall Street, E.C.
AGENCIES.—At Nantes, Lyons, Marseilles, Roubaix, Brussels, Alexandria, Bombay, Calcutta, Hongkong, Shanghai, Saigon, Saint Denis (Ile de la Réunion,) and Yokohama.

LONDON BANKERS—UNION BANK OF LONDON.

HONGKONG AGENCY.

Interest Allowed

On current deposit accounts at the rate of 2 % per annum on the monthly minimum balances; 2½ % subject to 15 days' notice of withdrawal; and 3 % subject to one month's notice.

On Fixed Deposits:

For 3 months 3 % per annum.
" 6 " 4 % " "
" 12 " 5 % " "

A. PHILIPPE, *Acting Manager.*

Offices in Hongkong: Bank Buildings, Queen's Road.

876 Hongkong, 2nd June, 1873.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....1,000,000 of Dollars.

Court of Directors:—

Chairman—S. D. SASSOON, Esq.
Deputy Chairman—W. H. FORBES, Esq.

Ad. Andié, Esq.	Wm. Lemann, Esq.
E. R. Bolllos, Esq.	Thos. Fyfe, Esq.
J. S. Cordes, Esq.	Hon. R. Rowett.
A. F. Heard, Esq.	

Chief Manager.
Hongkong—James Greig, Esq., *Manager.*
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months 2 per cent. per annum
6 " 4 " "
12 " 5 " "

LOCAL BILLS DISCOUNTED

Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager.*

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, 3rd February, 1874.

TO LET,
From 1st April next.

THE HOUSE No. 7, Arbuthnot Road, (Woodville Terrace); at present occupied by O. FRIEDRICH, Esq.

Furniture can be had at valuation.

Apply to MACEWEN, FRICKEL & Co.

tf 238 Hongkong, 12th February, 1874.

TO LET,
(With possession on the 1st March.)

NO. 10½, QUEEN'S ROAD, OFFICE and DWELLING HOUSE, with GODOWNS attached; at present in the occupation of Messrs. SANDERS & Co. Apply to DOUGLAS LAPRAIK & Co.

tf 232 Hongkong, 11th February, 1874.

TO LET.

A GRANITE GODOWN, fronting on the Praya, at Wanchi. Apply to S. E. BURROWS & SONS.

tf 115 Hongkong, 19th January, 1874.

TO LET.

THE HOUSE No. 1 at Mosque Terrace. The GODOWN No. 1 at Rice Mills, West Point. Apply to G. VON OVERBECK, 8, *Pedder's Hill.*

tf 116 Hongkong, 19th January, 1874.

TO LET,
With Possession on 1st October.

NO. 14, Shelley Street, containing Eight ROOMS. Rent, $40 per month.

Apply to RAWLING, MEDLEN & Co., *Architects, &c.*

tf 1439 Hongkong, 2nd September, 1873.

TO LET.

THE "FOREST LODGE," situated in Caine Road.

The HOUSE formerly occupied by Hon. Justice FAUNCEFOTE.

Apply to DAVID SASSOON, SONS & Co.

tf 67 Hongkong, 10th January, 1874.

TO LET,
With Possession on the 1st of March.

THE Business PREMISES and Dwelling HOUSE on Queen's Road, at present in the occupation of Messrs. LAMMERT, ATKINSON & Co. Apply to ROBT. S. WALKER & Co.

tf 41 Hongkong, 6th January, 1874.

TO LET.

BELMONT LODGE, at present in the occupation of W. V. DRUMMOND, Esq.

Possession from 1st February next.

Apply to G. FALCONER.

tf 26 Hongkong, 2nd January, 1874.

TO LET.

NO. 10, UPPER MOSQUE TERRACE, a CORNER HOUSE, with good view; Four Rooms, Bath and Dressing Rooms, Out-Houses, &c. Water and Gas laid on.

Also, No. 8, in the same Terrace.

Apply to T. G. LINSTEAD.

tf 1037 Hongkong, 8th December, 1873.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.

AUGUSTINE HEARD & Co., *Secretaries.*

tf 557 Hongkong, 1st April, 1871.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire*, subject to a bonus of 20 per cent.

SIEMSSEN & Co., *Agents.*

tf 39 Hongkong, 16th November, 1872.

Notices of Firms.

THE Co-partnership hitherto existing between THOMAS HOWARD, DAVID PETRIE, and HENRY WILLIAM DAVIS, under the style of "THOS. HOWARD & Co.," has been this day DISSOLVED by mutual consent. The said THOMAS HOWARD will liquidate the Firm.

THOS. HOWARD & Co.

1m 241 Hongkong, 11th February, 1874.

NOTICE.

I HAVE Established myself at this port as Merchant and Commission Agent.

J. LEMBKE.

1m 184 Hongkong, December, 1873.

NOTICE.

THE interest and responsibility of Mr. ADOLPH JOOST, in our firm, ceased on the 31st December, 1873.

Mr. PAUL GERHARD HÜBBE and Mr. ALBERT GÜLTZOW have been admitted partners in our firm at Hongkong and in China on the 1st January A.C.

Mr. GUSTAV PETERS is authorised to sign the firm.

SIEMSSEN & Co.

64d 158 Hongkong, 28th January, 1874.

THE interest and responsibility of Mr. POH CHIN SOO, in our firm, ceased on the 28th January, 1873.

YUEN FAT HONG.

1m 156 Hongkong, 26th January, 1874.

THE interest and responsibility of Mr. DUNCAN DAVIDSON, in our firm, ceased on the 30th June last.

Mr. DAVID ADDISON DARLING is authorized to sign for our firm.

BROWN & Co.

1m 111 Amoy, 9th January, 1874.

NOTICE.

MR. WM. REINERS has this day been admitted a partner in our firm.

MELCHERS & Co.

3m 3 Hongkong, 1st January, 1874.

THE business hitherto conducted at this port, under the name of OSCAR STAMMANN, will from this date be carried on by Mr. EDUARD MEYER, under the style and firm of E. MEYER & Co.

Mr. O. GRABE is duly authorized to sign the firm per procuration.

EDUARD MEYER.

tf 23 Tientsin, 1st January, 1874.

NOTICE.

THE Co-partnership heretofore existing in Hongkong and China between W. J. BLYDENBURGH, GEORGE HURLBUT, S. E. HUNTINGTON, and J. C. HEITMANN, under the name and firm of SMITH, ARCHER & Co., is this day DISSOLVED by mutual consent.

Either partner will sign the name of the Firm in Liquidation.

SMITH, ARCHER & Co.

3m 24 Hongkong, 1st January, 1874.

NOTICE.

MR. JAMES HART is authorised to sign our firm, in Hongkong and China, from this date.

TURNER & Co.

tf 2096 Shanghai, 15th December, 1873.

NOTICE.

FROM and after 1st January, 1874, the business of the undersigned will be incorporated, and carried on under the name and style of "NEWMAN & Co."

WALTER NEWMAN, JOHN GITTINS.

tf 1704 Foochow, 11th October, 1873.

G. FALCONER & CO.

BEG to call attention to their Very Large and ELEGANT SELECTION OF LADIES' AND GENTLEMEN'S JEWELLERY.

SILVER PLATE, consisting of Race CUPS, Centre and Dessert PIECES, Tea TRAYS, Tea and Dinner SETS, Claret JUGS, SALVERS, Coffee and Ice SPOONS, Sets of Dessert and Fish FORKS, &c., &c., &c.

Silver Mounted Dressing CASES and Travelling BAGS, JEWEL CASES.

A large and varied Stock of ELECTRO-PLATED GOODS.

Gold WATCHES of all kinds, keyless, adjusted to temperature and position, ¼ and ½ quarter and minute repeaters.

Independent Centre Seconds Keyless Minute REPEATERS.

CLOCK WATCHES, all of the highest quality that the Art of Horology is capable of producing.

A large selection of New and Second-hand 2 and 8-day CHRONOMETERS, SEXTANTS, QUADRANTS,

Ritchie's Patent LIQUID COMPASSES, BINNACLES, Mast-head COMPASSES, Patent LOGS, ODOMETERS, Sounding MACHINES, Ditto for Deep Sea.

Board of Trade, Hall, and Aneroid BAROMETERS.

Patent Self-registering BAROMETERS, RAIN GAUGES, Self-registering THERMOMETERS, HYDROMETERS, HYGROMETERS, SALMOMETERS, Astronomical TELESCOPES,

BINOCULARS, made especially for night use,

THEODOLITES, Dumpy LEVELS, Surveying STAVES, Measuring CHAINS, Proportional COMPASSES, WHOLES and HALVES, STEAM INDICATORS, Pocket SEXTANTS, PROTRACTORS, PRISMATIC COMPASS, ALTAZAMUTHS, CAMERA LUCIDAS, &c., &c., &c.

Hall, Quarter, and Chime CLOCKS, Marble and Gilt CLOCKS, Travelling, Migonette, and Boudoir CLOCKS,

MUSICAL BOXES OF ALL SIZES, European and Chinese Aire,

CHARTS and WORKS on NAVIGATION.

3m 1979 Hongkong, 5th December, 1873.

INDO-CHINESE SUGAR COMPANY, LIMITED.

NOTICE.

THE following Shares in this Company have this day been forfeited under Article IX. of the Articles of Association, viz.:—

4397/4403=12; 8649/8688=40; 6469/6518=50; 6769/6816=48; 5499/5548=60; 8361/8364=4; 8689/8703=20; 7052/7076=25; 11213/11262=50; 11597/11608=12; 7037/7051=15; 5750/5759=10; 4201/4300=100; 4609/4808=200; 5709/5724=16; 6093/6100=8; 11393/11412=20; 10849/10860=12; 7859/7876=18; 8021/8026=6; 11941/11948=8; 11341/11345=5; 10899/10912=14; 5324/5334=11; 6281/6300=20; 6061/6084=24; 7121/7132=12; 8785/8796=12; 11173/11202=30; 10203/10212=10; 8919/8928=10; 6961/7012=52; 7192/7232=40; 7789/7848=60; 7961/7980=20; 8081/8280=200; 7133/7192=60; 8525/8624=100; 7077/7080=4; 8829/8852=24; 7081/7088=8; 11949/12000=52; 7433/7480=48; 8777/8780=4; 5690/5708=19; 9299/9416=24; 10520/10548=20; 5925/5949=25; 6861/6870=10; 11961/11980=20; 7701/7740=40; 8049/8058=10; 6901/6925=25; 11629/11644=16; 8709/8728=20; 8321/8360=40; 4357/4370=20; 6841/6860=20; 11413/11420=8; 11877/11900=24; 4869/5108=300.

By resolution of the Board of Directors,

A. NOEL BLAKEMAN, *Secretary.*

224 Hongkong, February 7th, 1874.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (for account of whom it may concern,)

THIS DAY,

the 16th February, at 11 o'clock A.M., at their Auction Sales Rooms, Queens' Road West,

Ex "Adelia Carlston,"—

37 Bales Woodberry's SOFT DUCK.
3 do. do. RAVENS DUCK, 8, 10, and 12 ounces.
1 Barrel William's SAIL TWINE.
One 1,500 lbs. SCALE, with Wheels and Drop Lever.

All more or less Damaged by Sea Water.

TERMS OF SALE.—Cash before delivery in Clean Mexican Dollars or Hongkong Bank Notes.

F. BLACKHEAD & Co., *Auctioneers.*

259 Hongkong, 16th February, 1874.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

THIS DAY,

the 16th February, 1874, at 2 P.M., at his Sales Rooms, Queen's Road,

An Invoice of FANCY and ORNAMENTAL ARTICLES, from Paris and Vienna,—

Comprising Richly Painted VASES,—

Sevres PLATES (Guaranteed Genuine,) Elaborately Painted Ladies' Morocco Work BOXES, Scent BOXES with Crystal BOTTLES, Glove BOXES, Coffee MACHINES, &c., &c.

BUSTS, in terra Cuite of Alsace and Lorraine, Marshal McMahon, Duke De Chambord, &c., &c.

Flower VASES on Stands, Cigar BOXES, Liqueur BOXES, in Carved Blackwood.

And Sundry other ARTICLES.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

J. M. ARMSTRONG, *Auctioneer.*

243 Hongkong, 13th February, 1874.

PUBLIC AUCTION.

ELEGANT AND SUBSTANTIAL ENGLISH-MADE HOUSEHOLD FURNITURE, GLASS WARE, PLATED WARE, ENGRAVINGS, &c., &c.

THE Undersigned has received instructions from A. COXON, Esq., to sell by Public Auction, at his residence, Robinson Road, on

MONDAY,

the 23rd day of February, 1874, at Noon precisely,—

The whole of his ELEGANT and SUBSTANTIAL HOUSEHOLD FURNITURE, comprising: Drawing Room, Dining Room, and Bedroom SUITES, COUCHES, Ottoman, Easy, and other CHAIRS, TABLES, WHATNOTS, Canton Carved Blackwood CHAIRS, CURTAINS, CARPETS, Hearth RUGS, Pier GLASSES, Inlaid Peerwood SIDEBOARD, Oak WAGONS, ENGRAVINGS, WATER COLOURS, PLATE, CHINA WARE, GLASS WARE, Brass BEDSTEADS, Spring and Horse Hair MATTRESSES, BOOK CASE, WARDROBES, CHEST of DRAWERS, &c., &c.

1 Iron SAFE.
PONY and TRAP.
SADDLERY and HARNESS.
A large collection of PLANTS and FERNS.

And,

Sundry WINES, STORES, &c., &c.

Catalogues will be issued.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

J. M. ARMSTRONG, *Auctioneer.*

127 Hongkong, 21st January, 1874.

PUBLIC AUCTION.

LANE, CRAWFORD & Co. beg to announce that they have received instructions to offer for Sale at Auction, on or about 16th of February, 1874, (if not previously disposed of,)—

Forty-eight Sixty-fourths (48/64) of the American Screw Steamer

"SHAFTESBURY,"

well known in this port, and now running between Shanghai and Southern Ports.

The *"SHAFTESBURY"* was built by OSWALD, of Sunderland, England, in 1862. Classed 9 Al.

Length.....200 feet.
Breadth.....28 " 5 in.
Depth of hold.....17 "
Tonnage.....524 Nett.

5 Water-tight Bulkheads.

Her Engines are a pair of Direct Acting Inverted Cylinder Engines, built by Messrs. RICHARDSON & SONS, Hartlepool Iron Works, England, in 1862.

Diameter of Cylinders.....41½.
Length of Stroke.....24.
Nominal Horse-power.....120.

Her Boilers, two in number, are on the Horizontal Tubular principal, having double-stop valves and connections for the working of both or either of the two. The Machinery has been recently thoroughly overhauled; there has also been put on a new spar-deck, the cabins taken from main deck, and placed on spar-deck, thus giving her an additional capacity of about Five hundred and fifty tons. Carries 13,500 piculs dead weight, or 12,000 piculs with room for a large quantity of Cotton or other light freight, or Chinese Passengers, and is particularly well adapted for the Coast trade. Speed, 8 Knots, on 12 tons Coal.

For any further particulars, apply to

LANE, CRAWFORD & Co., *Auctioneers.*

46 Shanghai, 31st December, 1873.

HORSE AND CARRIAGE FOR SALE.

LANE, CRAWFORD & Co. have received instructions to offer for Sale,—

A PHAËTON, Chestnut HORSE, and HARNESS, complete.

For further particulars, apply to

LANE, CRAWFORD & Co.

7d 246 Hongkong, 13th February, 1874.

LOST.

A SMALL Black and White Japanese BITCH; $5 reward will be paid to any one bringing it No. 7, Queen's Road Central.

tf 221 Hongkong, 9th February, 1874.

FOR SALE OR HIRE.

AN AMERICAN CARROOM BILLIARD TABLE,
With Fittings, complete.

Apply to J. R. WHITE, *Stag Hotel.*

tf 174 Hongkong, 30th January, 1874.

NOTICE.

STEAMERS leaving this port requiring COAL, can obtain it from the Undersigned.

W. G. HALE & Co., *Saigon.*

tf 1561 16th September, 1873.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 % allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1368 Hongkong, 26th July, 1872.

Intimations.

THE RACES.

EX FRENCH MAIL S. S. *PEI-HO.*

THOMPSON & HIND

Having received a Choice ASSORTMENT OF SPECIALITIES, Beg to call THE ATTENTION OF LADIES to their

PARIS TRIMMED HATS and BONNETS,
FLOWERS and FEATHERS,
SASHES and SASH RIBBONS,
For Evening Wear.
KID GLOVES,
In all the Newest Tints.
LADIES' COLOURED and WHITE KID SHOES, &c., &c.

GENTLEMEN'S FELT HATS, in all the latest shapes:—

THE BEAUFORT,
ATHOL,
BOHEMIAN,
ARGYLE,
HUNGARIAN,
HAVRE,
MELVILLE.

33, *QUEEN'S ROAD,* HONGKONG.

260 Hongkong, 16th February, 1874.

THE HONGKONG PHOTOGRAPHIC COMPANY beg to inform the Public that THE HONGKONG PHOTOGRAPHIC ROOMS ARE NOW OPEN EVERY DAY, From 10 A.M. to 4 P.M., under the able management of MR. HENRY EVERITT, PHOTOGRAPHIC ARTIST, of Honorable Mention at the Dublin Exhibition.

The attention is called to an "INSTANTANEOUS APPARATUS," For Children and Domestic Pets.

Enlargements made from all kinds of Photographs, and finished in Oil or Water-colours.

CRICKET, BOATING, AND RACING CLUBS,

Photographed by Special Arrangements.

Cabinet Pictures, Medallion Portraits, Cameo Vignettes, Album Portraits, &c., taken with particular care, and executed with the greatest taste.

Specimens for Public Inspection.

258 Hongkong, 16th February, 1874.

FOR SALE.

ALL that VALUABLE ESTATE and HOUSEHOLD PROPERTY, known as "FLETCHER'S and OLYPHANT'S BUILDINGS," situated on Queen's Road East, between the Commissariat Offices and the Military Hospital, on Marine Lots Nos. 20 and 21, and now occupied in part by Mr. A. E. MEYER.

The Buildings consist of Three Large Dwelling Houses, with strong Godowns, Treasuries, and Offices facing the Queen's Road, on the ground floor, and Commodious Stables and Out-houses attached; Four Godowns in the same compounds, subdivided, and capable of containing 800 or 900 tons coal in each; and Two Godowns, known as "The Boat House," capable of containing 2,000 tons coal.

The area of the Estate is 68,874 square feet, and a large portion of Additional Land on the sea-side, can be easily reclaimed for building purposes.

Annual Crown Rental of the whole Property, $2,328.27.

The Estate can be sold in one or two lots, to suit purchasers.

For Further Particulars, Measurement, &c., apply to

THE BORNEO COMPANY, LIMITED.

tf 194 Hongkong, 3rd February, 1874.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

THIS Association has declared a DIVIDEND to Policy Holders for the fiscal year ending September 30th, 1873, of 22 per cent. on the net premia contributed, which is payable at our Office, on or after this date.

Policy Holders are requested to send in particulars of their contributions.

RUSSELL & Co., *Agents.*

1m 198 Hongkong, 4th February, 1874.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

THE DIVIDEND of Dollars Two Hundred ($200) per share, declared at the Eighth Ordinary Meeting of Shareholders held this day, will be payable on or after TUESDAY, the 10th instant.

Dividend Warrants can be had at the Office of the Company, No. 48, Queen's Road, on application.

By order, AUGUSTINE HEARD & Co., *General Agents.*

1m 217 Hongkong, 6th February, 1874.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

THE DIVIDEND at the rate of 16 per cent. per annum, or $6 per share, declared at the Ordinary Half-yearly Meeting of Shareholders held this day, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after WEDNESDAY next, the 21st instant. Shareholders are requested to apply at the office of the Company for Warrants.

By order of the Board of Directors, AUGUSTINE HEARD & Co., *General Agents.*

114 Hongkong, 17th January, 1874.

THE INDO-CHINESE SUGAR COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS are hereby notified, that in accordance with the 36th Clause of the Articles of Association of the Company, the 8th Call of Twelve Dollars and Fifty Cents per share is payable on the 31st December current, at the HONGKONG AND SHANGHAI BANKING CORPORATION.

Interest at the rate of Twelve per cent. per annum will be charged on all Calls paid *after that day.*

By order, A. NOEL BLAKEMAN, *Secretary.*

tf 2009 Hongkong, 10th December, 1873.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓ %) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.

On risks to all other ports, the brokerage will be ten per cent. (10 %) only.

WM. PUSTAU & Co., *Agents.*

tf 131 Hongkong, 21st January, 1874.

Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Ordinary Yearly MEETING of the SHAREHOLDERS in the CORPORATION will be held at the CITY HALL, Hongkong, THIS DAY, the 16th current, at Two o'clock P.M., for the purpose of receiving the Report of the Court of Directors, together with a statement of Account to 31st December, 1873.

By order of the Board of Directors, JAMES GREIG, *Chief Manager.*

14d 192 Hongkong, 10th February, 1874.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given, that the REGISTER of SHARES of the CORPORATION will be CLOSED from the 5th to the 16th current, (both days included,) during which period no transfer of Shares can be registered.

By order of the Board of Directors, JAMES GREIG, *Chief Manager.*

14d 193 Hongkong, 2nd February, 1874.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Fifth Ordinary Annual MEETING of Shareholders in the above Company will be held at the Offices of the Company, No. 7, Queen's Road, THIS DAY, the 16th February, at three o'clock in the afternoon, to receive a Statement of Accounts to 31st December, 1873, the Report of the General Managers, and to elect a Consulting Committee and Auditors.

JARDINE, MATHESON & Co., *General Managers, Hongkong Fire Insurance Co., Limited.*

33d 97 Hongkong, 16th February, 1874.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

THE Transfer Books of the Company will be CLOSED from the 2nd to the 16th February next, both days included.

JARDINE, MATHESON & Co., *General Managers, Hongkong Fire Insurance Co., Limited.*

33d 98 Hongkong, 15th January, 1874.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Fourth Ordinary MEETING of Shareholders in this Company will be held at the Office of the Company, Queen's Road, at 11 A.M. on FRIDAY, the 20th February, for the purpose of receiving a Statement of Accounts, and Report of the Board of Directors, for the year ended 31st December, 1873.

The Transfer Books of the Company will be CLOSED from the 4th to the 20th February next, both days inclusive.

AUGUSTINE HEARD & Co., *Secretaries.*

29d 179 Hongkong, 30th January, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Fifth Ordinary MEETING of Shareholders in the Company will be held at the Company's Office, 48, Queen's Road, Victoria, at 3 o'clock in the afternoon of MONDAY, the 23rd February next, for the purpose of receiving a Statement of Accounts and the report of the Directors for the year ending 31st December, 1873.

The Transfer Books of the Company will be CLOSED from the 10th to the 23rd February, both days inclusive.

By order, JAS. B. COUGHTRIE, *Secretary.*

31d 140 Hongkong, 24th January, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Extraordinary MEETING of Shareholders in the Company will be held at the Company's Office, 48, Queen's Road, Victoria, at half-past three for four o'clock in the afternoon of MONDAY, the 23rd February next, for the purpose of authorizing certain alterations to Paragraph No. 1, Clause No. 104, of the Company's Articles of Association.

By order, JAS. B. COUGHTRIE, *Secretary.*

31d 141 Hongkong, 24th January, 1874.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Yearly MEETING of the Shareholders will be held at the Office of the Company, Club Chambers, at 2 P.M. on THURSDAY, the 26th February, for the purpose of receiving a Statement of Accounts to 31st Dec., 1873, the Report of the Directors, and the election of Directors and Auditors.

By Order of the Board, ROBERT DUNCAN, *Secretary.*

22d 209 Hongkong, 4th February, 1874.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

THE Transfer Books of the above Company will be CLOSED from the 12th to the 26th inst., both days included.

By order, ROBERT DUNCAN, *Secretary.*

23d 201 Hongkong, 3rd February, 1874.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

INCORPORATED A.D. 1868.

Court of Administration.

JOH. BERENBERG GOSSLER & Co. | EMILE NÖLTING & Co. | WACHSMUTH & KROGMANN.

CARL WOERMANN.

Managing Director.—C. PERGER.

Agents at Hongkong.—MELCHERS & Co.

THE Company, disposing of a Capital of 20,000,000 Reichsmark, according to arrangements with and guaranteed by important German Re-Insurance Companies, is prepared to accept Risks to the extent of $35,000, and Policies will be granted by the Undersigned at the current local rates, subject to a discount of 20 %.

MELCHERS & Co.

tf 30 Hongkong, 14th January, 1874.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after SATURDAY, the 1st November, a Brokerage of Thirty-three and one-third per cent. (33⅓ %) will be allowed on *all insurances* granted by this Association.

RUSSELL & Co., *Agents.*

tf 1800 Hongkong, 30th October, 1873.

Intimations.

CHINESE NEW YEAR AND RACE HOLIDAYS.

THE Undermentioned Banks will not be opened for public business TO-MORROW, the 17th, and will close at noon on each of the Race Days, viz., THURSDAY, FRIDAY, and SATURDAY, the 19th, 20th, and 21st instants.

Hongkong, 14th February, 1874.

For the ORIENTAL BANK CORPORATION, L. CAMERON, *Pro. Manager, Hongkong.*

For the CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA, W. JACKSON, *Manager, Hongkong.*

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, W. KAYE, *Manager, Hongkong.*

For the COMPTOIR D'ESCOMPTE DE PARIS, A. PHILIPPE, *Acting Manager.*

For the HONGKONG AND SHANGHAI BANKING CORPORATION, JAMES GREIG, *Chief Manager.*

For the NATIONAL BANK OF INDIA, LIMITED, JAS. CAMPBELL, *Manager.*

8d 251

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,
Taking Cargo and Passengers at through rates for HANKOW, NIN

"THE CHRONICLE & DIRECTORY" FOR 1874.

NOW READY.

THIS Work, now in the TWELFTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1874" has been further augmented by a

CHROMO-LITHOGRAPH OF A PLAN OF THE CITY OF CANTON, THE FOREIGN SETTLEMENTS OF SHANGHAI,

A Chromo-Lithograph Plate of the NEW CODE OF SIGNALS IN USE AT THE PEAK;

also of THE VARIOUS HOUSE FLAGS (*Designed expressly for this Work*) MAPS OF HONGKONG, JAPAN, and of the THE COAST OF CHINA;

ALSO, THE NEW CODE OF CIVIL PROCEDURE—HONGKONG;

besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

The Directory is published in Two Forms, Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

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" ..... " KELLY & Co.
Hankow and River Ports..... " HALL & HOLTZ and KELLY & Co., Shanghai.
Chefoo and Newchwang..... " HALL & HOLTZ and KELLY & Co., Shanghai.
Tientsin and Peking..... " HALL & HOLTZ and KELLY & Co., Shanghai.
Nagasaki.....THE C. & J. TRADING Co.
Hiogo, Osaka.....THE C. & J. TRADING Co.
Yokohama.....Messrs. LANE, CRAWFORD & Co.
" .....Mr. C. D. ROSS, *Japan Gazette* Office.
Manila.....Messrs. J. DE LOYZAGA & Co.

The Daily Press.

HONGKONG, FEBRUARY 16TH, 1874.

THE news from Tonquin, which we reproduce to-day at length from the *Saigon Independant*, is both startling and important. It appears that the assassination of M. GARNIER, which, up to the present, was spoken of, even in the columns of that paper, as merely a lamentable accident, is of a totally different character, and has a most important political significance. The silence which has been preserved upon this subject is so striking that it is impossible to come to any other conclusion than that it was designed, and that an endeavour has been made to keep the world in ignorance of some very important political movements which have been going on. We are the more disposed to this belief from the fact that long ago rumour, even in this Colony, pointed to the exact explanation of the matter which now for the first time appears in the Saigon paper. It was stated very generally that private telegrams had been received to the effect that the French had sustained a severe defeat in Tonquin, but, being unwilling to give currency to news of so unfortunate a character until we found it confirmed upon reliable authority, we looked to the Saigon papers for further intelligence—which we have only now received in any form not more misleading by what it withheld than instructive by what it set forth. It now appears, beyond question, that a political object underlay the expedition at the head of which M. GARNIER was placed; and it seems to be admitted that the expedition had the concurrence of the Governor of Saigon, although this part of the subject is somewhat carefully slurred over. It seems strange, however, if there was no idea of such an attempt being made, that any troops should have been placed at his disposal; and it is curious to note that the *Saigon Independant* claims the results of the expedition as far as they were favourable as having been so much gained by *us*—that is the French nation generally, though the disasters are placed entirely to the credit of M. PHILASTRE, the successor of M. GARNIER. The simple explanation of the matter seems to be that there has been an endeavour to annex Tonquin, which has failed; and, as usual in such cases, an attempt is made by each concerned in the affair to throw the responsibility on to the other.

WITHOUT in any way entering upon the merits of the painful matter at present under investigation, arising from the foundering of the steamer *Wan Loong*, we think it is desirable to lose no time in calling attention to a defect in the harbour regulations, which ought to be remedied without delay. It appears that there are no powers vested in the Harbour Master with reference to the smaller passenger craft, and that his authority to regulate matters connected with passenger traffic is confined to vessels taking passengers for more than seven miles from the Colony. This is obviously a very serious omission. No doubt, it was excusable at the time the Harbour and Coast Ordinance was framed, as there did not then appear to be any special necessity for powers being conferred upon the Harbour Master, with regard to passenger vessels going upon short trips, for the very good reason that there were then no such vessels in the Colony, and there did not seem to be any likelihood of their coming into use. Matters, however, have now changed, and the regulations ought at once to be altered to meet a new state of affairs. There should be provisions by which some kind of responsible control should be held over all vessels designed to carry passengers in any numbers, and the sooner such a regulation be introduced the better.

At home, all craft which are used for the public conveyance of passengers are licensed to carry a certain number only, and are placed under proper supervision. A rule of the same kind ought unquestionably to be introduced with reference to the small craft carrying passengers in Hongkong—and especially with regard to the Yow-mah-tee steam ferry boats, which, under the existing order of things, are free from official control altogether. They can carry any number of passengers, and, we are informed upon reliable authority, they often leave the jetties with their sterns almost under water. This is a state of things which clearly ought not to be allowed to continue for a single day longer than can be helped, and with the warning now before them, we doubt not the Government will allow of no delay in remedying the existing state of affairs. These boats ought not only to be under control as to the number of passengers which they carry, but they ought to be subject to careful inspection as to machinery, as they are high pressure boats, and an accident of a lamentable character might easily arise through neglect of the boilers, which, if fed, as they probably are in some cases, with salt water, will become in time crusted and liable to explode. The wisdom of entrusting boats for public conveyance of passengers merely to Chinese management may also be questioned. No doubt a certain number of Chinamen have learnt how to manage small engines, and may on the whole be trusted, but there is always a danger that Chinese engineers will, after a certain time, become in some degree foolhardy, and neglect that care in the supply of water to the boiler, which should be observed when the man under whose control the small engine is, is in the position of being responsible for the lives of a large number of passengers.

We should certainly be the last to advocate that obstacles in the form of Government interference should be placed in the way of private enterprise, and would regret in the case of the Yow-mah-tee ferry-boats that a useful service should be put a stop to. But the Government has a special responsibility with regard to small steamers used for the conveyance of Chinese of the lower class, who are quite ignorant of the nature of the risk they run. To them a steamer is a steamer, and an engine an engine. They would trust their safety as readily to a small craft with a high pressure engine under the control of a Chinaman as to a first class steamer, with low pressure engines, and all the safe-guards which the experience of skilled foreign engineers can bring into play. The necessity for protecting them is, therefore, even greater than it would be at home, and the local regulations ought, at the very least, to be on a par with those in force in England, and in most civilized countries. All boats for carrying passengers ought to be licensed for a fixed number, and there should be regulations whereby it can be ascertained before they leave, that they do not carry more than the proper number. In addition to this there ought to be provisions to secure a periodical examination of machinery, and the employment of skilled and reliable engineers.

We believe this subject has already attracted the attention of men well qualified to judge with regard to it, and we doubt not that the matter must have been a subject of consideration with the harbour authorities. It is to be regretted that matters of this kind are placed too rigidly under Ordinance in Hongkong, and that sufficient room is not left to the HARBOUR-MASTER to make such regulations as may from time to time appear necessary, at all events provisionally. Had it been in his power to do so, we make little doubt that some steps would long ago have been taken by the HARBOUR-MASTER in regard to this subject. The mistake of endeavouring to regulate matters to the smallest detail by Ordinance is one which runs through the administration of this Colony in many directions; and which ought in all future Ordinances to be carefully guarded against. A certain amount of discretionary power may with propriety be left in the hands of the heads of departments, if they are competent men, and it is always wise to provide means of meeting any changes which may arise, and may call for special and immediate action.

The steamship *Patroclus* was to leave Singapore at noon yesterday for this port.

At the Lusitano Theatre, on Saturday evening, the Portuguese Amateurs gave their third performance of the season. The house was, as usual, fairly filled. The comedy entitled "Um Pecado Velho," was performed with great spirit; and the "Reinar Bem n'um Quarto d'Hora" was magnificent. The last piece, also a comedy, entitled "Malificio na Familia" was received by the audience with great applause; at the conclusion of this the Amateurs sang some songs, and returned their thanks to the audience for their appreciation and encouragement.

The Peruvian ship, *Columbia*, which arrived here from Macao, caught fire last night, and assistance was at once sent off to her from the police hulk. It was then discovered that more assistance was required, and the *Princess Charlotte* was signalled with blue lights. Part of the cargo of the *Columbia* consists of barrels of tar. When the police arrived, a barrel of tar was found over the fore hatch where the fire broke out. At a late hour the fire was spreading, and preparations were being made to slip the cable, to get her beyond the shipping, as there then appeared to be no hope of saving her.

An example of what the Chinese will do, to obtain money at this time of the year, may be gleaned from the following facts:—At 6 a.m. yesterday, the barkeeper of the Liverpool Arms Tavern, Queen's Road West, as he was lying in bed awake, smelt smoke coming from below, and, knowing that to be unusual, went down stairs and discovered that the smoke was coming from between the joins of the partition in the bar. He opened the door, but found he could not enter for the dense smoke. He then at once closed the door, rushed upstairs again, awoke the master, Mr. M. Fernandes, and his wife, and then lowered himself out of the window, gave the alarm, and at once burst in the front door, opening the whole front. A few buckets of water were thrown behind the counter, and the smoke being thus cleared away, it was discovered that an incendiary had been at work. Some boxes which contained jewellery upstairs, had been brought down and emptied, the till in the bar likewise had been emptied, and these, with a quantity of combustible matter, had been piled in a locker at the back of the counter, and had been set light to. Above this were several rows of bottles containing spirits, which five minutes latter would have added to the flames. The whole of the locker inside was in a blaze. The master of the house was at the time lying sick in bed, and unable to move. It was then discovered that the bar-boy was missing, and as he has not since been seen, suspicion rests on him. On the alarm being given, the police turned out at No. 5 Police Station, and the engine was got out, but by the prompt action of the bar-keeper, who deserves great praise for his presence of mind and activity, the fire was got under before the police arrived.

The *Gazette* notifies that the fee of one dollar to the officiating Minister for a certificate of Baptism under ordinance 7 of 1863, and like fee to the Registrar-General for registering such Baptism is reduced to ten cents in each case.

The average amount of bank notes in circulation in Hongkong during the month ending January 31st, 1874, was

Oriental Bank,	$ 506,825
Chartered Mercantile Bank of India, London and China,	" 765,226
Chartered Bank of India, Australia and China,	" 490,270
Hongkong and Shanghai Banking Corporation,	" 1,589,573
	$ 3,351,894

We are glad to find that the owners of the small steamer *Wan Loong* have seen the necessity of at once lifting her up to be not only out of the track of steamers, but for the purpose of getting at the bodies confined in her cabins. We learn that Mr. McBain, the representative owner, was instructed by Mr. Deane to have her up on Saturday, if possible, and four cargo boats were engaged all day in attempting to do so. Purchases were rigged, and chains got under her bottom, but late on Saturday night they had only succeeded at low water to get a strain on them; when the fore one, as the tide rose, gave way, and the whole day's work was lost. Yesterday morning another attempt was made. A rope was got under ready for another chain, but up to 12 noon no strain had been got on it, and we believe no more bodies have as yet come up. On Saturday afternoon, Mr. Stewart, the Canton wharfinger and stevedore, dived down to oblige a relative of one supposed to be drowned, but he was unable to enter the cabin. He saw, however, several arms and heads protruding from the cabin windows, which showed the unfortunate passengers had attempted to get out that way, and he endeavoured to get one out, but was forced to let go to regain the surface. There was no hope of the vessel being got up yesterday, and she will probably not be brought to the surface till to-day.

The Captain Superintendent of Police notifies that on the 19th, 20th and 21st February, 1874, being the days fixed for the Races at Wong-Nei-Chung,—the following Regulations under Ordinance No. 10 of 1869, are to be observed.

I.—Between the Clock Tower and the Eastern Market:—

(*a.*) All Horses and Vehicles going Eastward are to keep on the LEFT HAND, or Northern, side of the Road.

(*b.*) On returning Westward, Horses and Carriages are to keep on the RIGHT HAND, or Northern, side of the Road, passing any Vehicles they may meet according to the Common Rule of the Road.

II.—(*a.*) All Horses and Vehicles going Eastward are to turn down to the Praya at the Eastern Market opposite the Guard Room, and continue along the Praya, Wanchai Road, East of No. 2 Station, and the Road West of Bowrington Canal.

(*b.*) All Horses and Vehicles returning from the Race Course are to keep the route authorized in the preceding Sub-section.

III.—(*a.*) Bearers of Chairs are to proceed Eastward on the RIGHT HAND (Southern) side of the Road, and to continue on through Wanchai and the Morrison Hill Gap.

(*b.*) Bearers of Chairs returning Westward are to keep on the LEFT HAND, or the Southern, side of the Road, and are to pass over the same Roads, as in going.

IV.—No Chairs will be allowed to remain in the Road, between the boundaries of the Cemeteries and the Grand Stand.

V.—Chairs to be arranged as directed by the Police Constables on duty at Wong-Nei-Chung.

The *Gazette* of Saturday publishes the following Alterations and Additions in the International Code of Signals, which have been printed for the information of the Governments of the Countries that have adopted and translated the Signal Book, in order that the corrections may be noted for insertion in the next Editions they may respectively publish.

The following additional Signals should be placed before the Signal H.B., Section 1. Part I., containing Danger or Distress Signals.

DISTRESS AND PILOT SIGNALS.

Signals of Distress.

In the day time.—The following signals, numbered 1, 2, and 3, when used or displayed together or separately, shall be deemed to be signals of distress in the day time:—

1.—A gun fired at intervals of about a minute;

2.—The International Code signal of distress indicated by N C;

3.—The distant signal, consisting of a square flag having either above or below it a ball, or anything resembling a ball.

At night.—The following signals, numbered 1, 2, and 3, when used or displayed together or separately, shall be deemed to be signals of distress at night:—

1.—A gun fired at intervals of about a minute;

2.—Flames on the ship (as from a burning tar barrel, oil barrel, &c.);

3.—Rockets or shells, of any colour or description, fired one at a time, at short intervals.

Signals to be made by Ship wanting a Pilot.

In the day time.—The following signals, numbered 1 and 2, when used or displayed together or separately, shall be deemed to be signals for a pilot in the day time, viz:—

1.—To be hoisted at the fore, the Jack or other national ensign usually worn by merchant ships, having round it a white border, one fifth of the breadth of the flag; or

2.—The International Code pilotage signal indicated by P T.

At night.—The following signals, numbered 1 and 2, when used or displayed together or separately, shall be deemed to be signals for a pilot at night, viz:—

1.—The pyrotechnic light commonly known as a blue light, every fifteen minutes; or

2.—A bright white light, flashed or shown at short or frequent intervals just above the bulwarks, for about a minute at a time.

N.B.—The use of the above Distress and Pilot Signals have been made compulsory in England, by the Merchant Shipping Act, 1873.

THE CONCERT AT THE CLUB GERMANIA.

The members of the above Club courteously invited a large number of residents to a concert in their Hall, on Saturday evening, under the direction of Mr. J. C. H. Iburg, who has, as noticed recently, arrived in this Colony from Singapore. The programme was excellently selected, and contained a large proportion of high class and classical pieces. The concert commenced with the Overture to Nebuchadnezzar, by Verdi, which was well executed by two amateurs at a piano-forte duet. Mr. Iburg then performed a caprice by Vieuxtemps on the violin, and brought down loud applause by his excellent execution and feeling. Mr. Iburg has at once established his reputation as a first-class violinist, and we doubt not that his musical talents will be well appreciated in the Colony. This was followed by a vocal quartette by three amateurs, in company with Mr. Iburg, and after this a violincello solo was given by the amateur who has so often before won laurels on that instrument in Hongkong. The piece selected was Stahlknecht's "Schlummerlied," and the manner in which the diminuendo and pianissimo passages at the end were played was something really marvellous, the softest notes being brought out with perfect clearness and precision. The piece elicited an enthusiastic encore, which was courteously responded to. The first part concluded with the Allegro Moderato from Haydn's Quartette for two violins, viola and violoncello (op. 77), which was rendered very effectively, and was much appreciated by the audience.

The second part commenced with Beethoven's magnificent overture to "Egmont," by two amateurs on the pianoforte. The piece was well performed, but wanted a little more spirit in the concluding part, which, however, is somewhat difficult, and it must not be forgotten how short a time there has been for practice. A Bass Solo "An der Weser" (Reissiger) was then Sung by an amateur, and was so admirably given that it elicited a hearty encore. In the next piece, a Solo fantasie for the Violin on "Anna Bolena" by Alard, Mr. Iburg, with even more brilliancy than in the former piece, executed a very difficult *presto* movement in the finale with wonderful power. He was loudly encored, and in response played the well known "Carnaval de Venise" with much brilliancy. The concluding piece, a quintette for piano, two violins, viola and violincello, by Schumann (op. 44) was most successful, being rendered with great precision throughout.

HONGKONG YACHT CLUB.

Four yachts started on Saturday for the "Storekeepers' Cup."

Station 1, Naiad; 2, Aura; 3, Daphne; 4, Wave.

The course was rather a long one for a harbour race, being from Kowloon to Cow-e-chow Island, back through the harbour to the Channel Rocks, thence to *Fort William*, twice round, making a course of nearly 40 miles.

About twenty minutes after the advertised starting time the gun was fired, and Daphne and Wave got round very speedily, but Naiad and Aura soon drew in front, the big cutter taking first place. The wind was light and flaky, and continued patchy and unequal throughout, making the race most unsatisfactory in every way. The leading yachts were often a mile or two ahead, when they would run into a calm, letting up the rear division, and having to begin again, as it were. After a good deal of fluking and drifting, slices of luck both good and bad, as usual, in such harbour races here, the first round was completed, the yachts passing the *Fort William* as under:—

Naiad	1h. 35 min. 0 sec.
Aura	1h. 38 min. 10 sec.
Wave	1h. 49 min. 5 sec.
Daphne	1h. 59 min. 0 sec.

Reaching down to the Cow-e-chow mark boat the second time, the two leading vessels got into very light winds, Wave of course bringing up the last of it, and joining them so that the three went round in a cluster, Naiad still a trifle in advance. The wind now fell almost entirely, and it was very tedious work drifting and manœuvring to reach the Stone-cutter's Island mark, but Naiad at last accomplished it, followed by Aura and Wave. Daphne had fallen astern a great deal and during accident was likely to have a long chase of the others. When off the middle of Stone Cutter's Island, Naiad picked up a nice breeze, and began to go fast, putting some distance between herself and Aura, but when the latter got the same wind, she appeared to hold her own. Wave also rattled away in good style when the breeze reached her, and came up with the pair hand over hand. This was in a great measure owing to the wind gradually dying out as the yachts reached past the *Fort William*, and shortly afterwards Naiad and Aura drove into a stark calm off Kowloon point. Wave eventually got into the same predicament, but Naiad drove slowly along the North shore, and was the first to pick up a light wind, leaving Aura up and down. Aura was the next to get it, and Wave followed suit. Daphne in the meantime having rounded the Stone Cutter's Island mark boat, was flying across the bay with a rattling breeze, and at one time looked like joining the others, but she also was stopped by the belt of light wind off the point. Naiad tacked directly she could weather the point, Aura holding on toward Kellet's Island. Wave followed Naiad's example and tacked for the North shore. The breeze here came out a trifle stronger, but it was now a question if the match could be got over before six o'clock, the time specified in the conditions of the race; and although all tried their utmost to be first past the winning mark, still there was the unsatisfactory knowledge that it was almost impossible to get over the distance in the time, Naiad was first round the Channel rocks, and sybed her boom over for the home stretch at about 5h. 35m., Aura about 13 minutes later, but it was now certain that the race must be re-sailed, as the distance could not be got over before six o'clock. Naiad eventually passed the mark at 6h. 13m. 50sec., Aura at 6h. 25m. 10sec., Wave about 15 minutes later. The "Storekeeper's Cup" will therefore be the object of another match, and we hope the day fixed upon will be more favourable for yacht racing.

THE LOSS OF THE "WAN LOONG."

INQUEST ON THREE OF THE BODIES.

On Saturday afternoon, Mr. M. S. Tonnochy held an inquest at the Civil Hospital, on the bodies of three Chinamen who were drowned in the above disaster on Friday. Two of the deceased were named Chun-a-sum and Sow-a-moon, the third had not been identified. The jury were Messrs. P. Rhodes, C. H. Seimund, and C. Baird. Mr. Gomez had been summoned to attend, but as he failed to do so he was fined $10.

The Coroner, in opening the inquiry, said he thought it was unnecessary for him to preface it with many remarks, as he had no doubt the jury were all well aware of the occasion of it. At the present time only three bodies had been recovered, two of them were picked up shortly after the occurrence, and the third had been recovered that (Saturday) afternoon. The upsetting of the steamer *Wan Loong* was a most lamentable disaster, and an affair to be deeply regretted by all, especially when they thought of the enormous loss of life it entailed, and happening at this particular season, when so many of the Chinese were going home to spend their New Year. The Government were most anxious to give the fullest inquiry to the matter, and had requested Mr. Sharp to come and assist with his advice, and he (Mr. Tonnochy) was sure they would all be glad of it. He thought it almost unnecessary to ask the jury to dismiss from their minds any particular idea about the affair from what they might have read, or anything they might have heard in conversing with their friends, and exercise their own judgments, and come to their own conclusions, from the facts which would be laid before them, and give their verdict accordingly.

The first witness called was

Chow-a-wong, an item-monger. He said he had seen the three bodies there, and had identified one of them as Sow-a-moon. Saw him last alive on Thursday afternoon about one o'clock. He lived next door to witness, and when he called he said he was going to his native village at Whampoa the next morning. He did not tell him what steamer he was going by, and witness did not know till Friday morning. He was a married man, about 52 years of age, and had left a wife and two children.

Wong-a-low, a musician, said he had viewed the bodies and recognised the middle one, who was named Chun-a-sum. He was 52 years of age, and was a cook by profession. Saw him last alive on Thursday about noon, when he told witness that he was going to Canton next morning by the "small steamer." Witness knew what he meant, having seen a placard on the street, but deceased said her name was *Wan-loong*. The placard was to the effect that the *Wan-loong* was to start on the 13th for Canton at 7 o'clock, in the morning, fares 50 cents, deck or cabin. Deceased was a married man, and had left a wife and a son. A friend of deceased's named a-lam went on board the steamer with him, but did not go with her.

Dr. Wharry said: I have examined the three bodies of the deceased, and have made a *post mortem* of the first two, Chun-a-sum and Sow-a-moon. I have only made a superficial examination of the third body. The body of Chun-a-sum seems to be that of a well nourished Chinese adult about 55 years of age. He was brought in on Friday morning about 8.15, and had been dead about an hour when I saw him. His face was livid, and the pupils dilated, and the eyes congested. There were no marks of violence on the body. I made a *post mortem* examination, and found all the internal organs much congested, and a quantity of wash in the stomach. The cause of death was drowning. The body of Chun-a-sum was brought to the Hospital at the same time, and I made a similar examination with similar results. He was about 50 years of age. I also examined the third body, when brought to the Hospital to-day, and deduced to have taken place 36 hours before. The body is that of a well nourished Chinese adult about 25 years of age. Blood was running from both eyes, but there were no other marks of violence, and the general appearance was that of death from drowning. The bleeding had probably been caused by the grappling irons.

Chun-a-lee said: I am a tailor, employed at 95, Queen's Road Central. In consequence of having seen a placard the day before yesterday, that a strong and quick steamer was going to Canton on the 13th, and that the fare was 50 cents, I went to the Praya at a quarter past six on Friday morning, and at the end of Wah-tong-lane, saw the steamer lying off the wharf. I saw the name *Wan-loong* in Chinese characters. She had steam up. There were a few persons on the upper deck, between ten and twenty. There were between forty and fifty on the main deck. I had gone alongside previously in a boat, but they refused to let me on board till she came alongside. There were no passengers on board then. When she came alongside at 6.30, there were a great many Chinese on the wharf. I did not see any of the passengers paying, or receiving tickets. I got on board on the side away from the wharf, out of my sampan. Some of the others who were on board before me got on from the wharf, and some from the sampans. I did not see anybody there receiving money or giving tickets, no one asked me for money, nor did they tell me who or when I had to pay. I went to the stern on the lower deck, and stopped there all the time, putting down a parcel I had and sitting upon it. The place where I was was quite filled up with passengers. The passengers in the stern were all sitting close together; there was no place to lay down. In this part of the boat behind the engine room, of which I am speaking, there were between fifty and sixty persons. I did not go to the front part of the vessel at all, nor did I go on the upper deck. I saw some persons going on the upper deck by means of a ladder beside the engine room. About a quarter of an hour after I got on board, the steamer sailed. I don't know how many passengers there were in the other parts of the vessel at that time. From where I was sitting I could see the wharf, and when she moved away there were several others wishing to get on board. Immediately after she moved away she gave a lurch two or three times. The passengers where I was did not move. I did not see any rush on deck, nor any on deck rush below, till water came in. I was on the side nearest the shore, and the vessel took water first at that part. I do not know what was the cause of the rolling, and I did not hear any footsteps above. The only means of getting out where I was, was the windows, and the water came in there. When it came in, I made a rush to the other side and went through the window. A good many tried to get through the windows. There was no opening or skylight on the roof. I was among the first who got out. I forget whether I jumped into the water or whether I hung on by the vessel. I was so excited. I climbed to the top of the vessel and she went down with me. I came swim, but had my jacket on and could not do it at that time. I ultimately loosed my hold of the vessel, and on coming to the surface was picked up by the police. I was insensible when picked up, and was not conscious till I had vomited in the boat. After I got on the outside of the window, the water covered my head. I do not remember how many had got out by that time. I did not know any of the passengers in the part of the vessel where I was sitting. I do not know if any of them were saved afterwards, and don't remember seeing any. There were a few females in the stern and one or two children; the others were all male adults. I saw two others who had been saved in the same boat as I was in, but I did not recognise them. We were taken to the police shop, but I did not observe any of the rescued there. From the time I went on board till the time of the accident no one came for passage money. I did not know who was Captain, but a foreigner came in and looked at the place where I was sitting, and went out again. I don't know who he was, and did not take particular notice of him. I do not think I could recognise him again. I did not see any person who noted as comprador or shroff on board. (The witness, at this stage, was sent outside to see if he could recognise any foreigner who was on board, and on his return he said he could not.) The foreigner who came in looked a moment and went out again. I did not see any one, either Chinese or foreigner, counting the people on board. I lost my luggage. I had on several coats, as it was a cold morning, and the others were similarly dressed. I have not paid anything at all to the boat. I did not notice if the placard I saw stated who it was issued by. Directly the steamer left she began to lurch. Those I saw on the upper deck, some of them were sitting, and some standing. When I went on board I thought the steamer was quite safe. I should not have gone, if I had thought otherwise. When the water began to come in, I did not see any steam or smoke coming from the engine room. I did not hear any of the others call out about hot water at any time.

Dr. Wharry, recalled, said he had just made a *post mortem* examination on the body not yet recognised, with similar results to those stated in the first two cases.

J. S. Alves said: I am third clerk at the Harbour Master's office. I have to look after the registration of British ships. I made out a register for the *Wan Loong*. Mr. G. McBain came to me about it on the 7th instant, and brought a certificate of measurement (produced) from Captain Cairns, the Government Marine Surveyor. Mr. McBain asked me to make out a register for the steamer under the British flag. I made out a declaration of ownership, and he signed it, as being full owner, before Captain Thomsett. It was signed in my presence also, and I now produce it. I made out a register for the vessel, and this is a correct copy. Captain Heriot came to the office along with Mr. McBain. I asked Mr. McBain who was to be captain, and he pointed to Captain Heriot. I had never seen him before, and I asked for his certificate, and he produced one. It was made out for a master mariner, and bore the name of James Peddie Heriot. I entered all this information on the register, and it was then signed by Captain Thomsett. I made the copy produced the same day, before I had given up the original. One of the copies I have is for transmission to the Board of Trade. I handed the register over to the office of entry and clearance, and it would be kept there till the vessel had cleared. I have made out the registers of steamers before, but I did not know how many passenges they were to carry.

Coroner: If the vessel was merely clearing out to a port in China, she can take as many Asiatic passengers as she likes, but the man in charge does it on his own responsibility. Is not that so?

Witness: When a vessel clears out to take passengers under the Chinese Passenger Act, a certificate is generally sent in containing the number of passengers she is to carry and the space, and they are generally handed to me. There are no regulations with regard to the number which the river steamers should carry: Neither Captain Heriot nor Mr. McBain said, when they were at the office, what trade the vessel was intended for.

The Coroner here asked Captain Heriot, who was present, if he wished to ask witness any questions, but he said he did not.

Captain Cairns was the next witness, and he said: I am a Government Marine Surveyor. I was asked to survey the steamer *Wan Loong* at Mr. J. Inglis's request, and I did so. She was lying close to the Praya at the time, near Mr. Inglis's works. That is my certificate (marked A) now produced. That is the usual certificate, and is made out on a printed form supplied to me by the Government. I know that the forms are sent out from the Board of Trade. It is the same form, whether passenger or cargo-boat, and is simply to specify what the vessel is. In cases where the vessel requires measurement, and comes under the Chinese Passenger Act, we state the extent of the accommodation for the passengers, and also for the cargo. Mr. Inglis asked me how many passengers I thought she could carry, and after I had computed the measurement I said 92. I told him so. I calculated that she could carry 20 in the after deck house, and 25 in the forward deck house and the remainder (41) on the open spaces on the main deck. I did not calculate any for the awning deck, because it is very high. The vessel had some ballast in her. She was drawing aft about seven feet of water, and forward 5 feet.

Coroner: By looking at your certificate of measurement can you tell how much she will draw? She would require a good amount of ballast to carry 92 passengers, would she not?

Witness: I should not have considered her safe to carry 92 passengers, unless she had a proper amount of ballast in, but that is a thing a surveyor cannot state.

Coroner: When she is going to carry passengers, who is the proper person to look after the ballast and see that it is right?

Witness: The captain, or the officers, or whoever is in connection with the vessel.

Coroner: It is one of the duties of a master, then, to ballast his vessel properly?

Witness: He is the only person who can tell really what she requires.

Coroner: You did not see this vessel before she left?

Witness: I was on board a few days previous to her leaving, but I knew nothing at that time of their intention to take her to Canton, or to carry passengers.

Coroner: You did not see Captain Heriot at all about the number of passengers?

Witness: No, I did not know about the passengers. When Captain Heriot came to me, before she left, for the document I had, he said he was going to Canton, but said nothing to me about the passengers.

Coroner: When did you see him?

Witness: I saw him on Wednesday up at Wanchi, and the next morning when I was going on board with the document I found she had been taken down to the other wharf. I went there, and as the Captain was not on board, I gave the document to the engineer, with instructions to him to give it to the Captain. I only saw Captain Heriot when he came to my office, and asked for the certificate, which was one relating to the tonnage, water-mark, &c. It was not ready then, but he got it on the 12th, as I have stated. On that certificate I gave the draught of water at low line at seven feet. The speed was stated as eight knots, and the crew as numbering eleven. This number was given to me as what she was going to carry. I got the information as to the rate of knots and the water line from Mr. Inglis, and the crew from the captain. At that time the men were not on board, but he told me that was the number she was to carry.

Coroner: You think if 92 passengers had been taken on board, and kept on the main deck, that there would have been no danger to the vessel, going inland?

Witness: She was not constructed nor fit to go in a sea way. She was quite safe to run in quiet waters, so long as you kept her cargo below. The vessel is very well built indeed, but in consequence of the high deck put on her, it makes her crank, unless she is properly ballasted.

Coroner: What is the height of that upper deck?

Witness: The awning deck is 6 feet 5 inches or 6 feet 6 inches above the main deck. She has no rigging above that, nor anything of that sort, except the awnings.

Coroner: She would be of no use where there was any sea?

Witness: She could not go anywhere where she was likely to meet with bad weather. She is not fit to go outside at all, not up the coast. That is why I stated that she was only good for inland waters.

Coroner: Would you have considered it safe to allow any of the passengers to go upon the awning deck?

Witness: Yes, a few might have gone, if she had been well ballasted.

Coroner: You said she was to carry 92 passengers. How many of those might have gone above?

Witness: Well, I think 30 of them might have gone on the upper deck with safety, if she were properly ballasted.

Coroner: If the vessel gave any lurch of course the passengers there would be running from one side to the other, and that would be unsafe?

Witness: Yes, if they were doing so it would. But no one ought to go up there unless it was fine weather.

Coroner: Does your estimate of 92 include the crew?

Witness: I merely measured the available space for the passengers on the decks.

Coroner: How many of a crew did she really carry?

Witness: Three firemen, an engineer, captain, and six deck hands, I believe.

Coroner: Where is the space on board for the crew?

Witness: They have no place on deck for the crew. They might have gone down below.

Coroner: Then their number ought to have been deducted off that of the passengers?

Witness: Well, they might have been. But I am now speaking of the tonnage of the ship. There is generally a proper place set apart for the crew. As there was no place for the crew in this instance, I did not take that into consideration, but left it out altogether. The captain said to me that they would berth down in the forehold. Most vessels have generally a place for the crew, but this one had none whatever, and I did not deduct anything from it.

Coroner: Is there any bridge, or anything for the captain to stand upon?

Witness: No, I think he would stand in the pilot house, which is in the fore part of the vessel.

Coroner: Out of 92 passengers you think 30 might get on the upper deck, if they did not rush from one side to the other?

Witness: Yes, while the vessel was lying quietly in the harbour, they might walk up and down, but it would never do to let them run about. I think this upper deck is about 8 feet above the water line.

Coroner: Did you see any ballast at all in the vessel when you were on board?

Witness: Yes, I saw some large stone ballast.

Coroner: Then how about the cargo and the ballast?

Witness: If light, the cargo would go on the top of that; if it was heavy, they would take out all the ballast, and leave the cargo to trim her.

Coroner: Would the effect of a larger number of people being down on the main deck be to make the vessel sink?

Witness: The greater the weight you put above you must always put the more below in proportion.

Coroner: If they were below the water line, she would, of course, go deeper in the water?

Witness: Yes, and it would give her stability. Anything you put below the main deck has this effect. The greater part of the weight is generally amidships.

The Coroner here told Mr. McBain and Captain Heriot that they might ask the witness any questions.

Mr. McBain: In speaking of nine superficial feet as space for each passenger, do you mean for a short river passage?

Witness: No, that is the amount for going to sea. I have no discretion in the matter, but must be guided by the law. The space I mentioned is for long passages under Ordinance 8, of 1871. I do not think the vessel could carry more than 92 comfortably anyway. If you were to measure the upper deck she might take a very great number more. Mr. Inglis merely asked me how many I thought she could carry, and I said from 80 to 90, and then when I measured her and computed it, I gave the number as 92.

Coroner: For a voyage up to Canton, do you think she would have been able to carry more than 92?

Witness: I do not think that I would have passed her to go to Canton at all, during the North-east monsoon, unless she had had proper ballast or cargo.

Captain Superintendent Deane: I think your report on the number of passengers refers to the capacity of the vessel, and not to her stability?

Witness: Just so.

Coroner: If you were asked how many passengers she would take, how would you come to any conclusion?

Witness: The weight of the number I have stated would be about five tons; but she might carry three times that amount if the large deck house were off.

Coroner: You have got to fix your ballast according to the number you have on board?

Witness: If these men had all been put down in the bottom of the ship she would not have required any ballast.

Coroner: When you surveyed the vessel, did you tell the Captain what ballast he should take?

Witness: No, I had nothing to do with that.

Mr. McBain asked if Captain Cairns was sure that the vessel could not carry more than 92 passengers?

Witness said he was.

Mr. McBain said it was rather strange, because he had been informed on good authority, that she could have carried 200 with safety. He asked if witness had not observed the seats for passengers round about the awning deck?

Witness: I never dreamed of her carrying passengers there.

Mr. McBain: The upper deck was covered with canvas, and it was prepared for passengers.

Coroner: Could the vessel have carried more than she was measured for?

Witness: The vessel might have carried more if she was well ballasted, but she could not have gone anywhere where she was liable to have met with bad weather. I think 92 passengers was a very fair number for her to carry.

Coroner: Taking the ordinary state of the weather between here and the Bogue Forts, she could not have carried more than that number?

Witness: Oh, no.

Coroner: Were her engines on deck, like the American plan?

Witness, no, they are under. She was a screw.

A juror: Did you think with a draught of seven feet that she could carry with safety the 92 passengers?

Witness: The builder generally computes the draught, and I put it down in the usual way. It is not that she won't exceed or draw less; it is simply a guide.

Coroner: Do you think that in giving this draught the builder has allowed for the high deck house?

Witness: I suppose he only went by what she was drawing at the time. For the number of the decks they have above, they generally draw more water in proportion.

Coroner: Did this vessel strike you as being top heavy?

Witness: No, she has 14 feet of beam. It is the fact of her deck-house being raised that would make her require more ballast.

Coroner: You do not know what ballast she had on board?

Witness: No, I do not.

A juror: Do you think that the vessel could have been sufficiently ballasted to carry passengers on the awning deck, as she had seats round it?

Witness: If she had her number on deck she might have carried 30 on the upper deck, but not more. With 92 passengers, 30 of them might go above without risk. That is my opinion.

A juror: The seats round could not have been safe in any way?

Witness: No, the mere fact of a large number of passengers going up there would have rendered the vessel unsafe, because she would have been top heavy.

To the Coroner: I saw some ballast when I was measuring the ship. There was room for more. What I saw of it was in the fore part of the vessel, in the bottom of the hold.

Mr. Sharp: It is the Captain's duty to see to the trimming of the vessel.

Witness: It is customary for the Captain to see to those things.

At this stage the inquiry was adjourned till Tuesday, at the Police Court, at two o'clock.

POLICE INTELLIGENCE.

14*th February.*

BEFORE C. MAY, ESQ.

STEALING FOWL

ton next morning. The defendant was told that that woman would not do, and that she could not go away. The defendant said she would and she would see that she got her month's wages before she went. Defendant's wages were not due till the night of the 13th instant. The next morning the defendant packed up her clothes, and refused to do any more work, said she would go, and demanded her wages. She was again told she could not go and must stop, but she could get her wages. The defendant, thinking that her master (the complainant) had gone out as usual at 6-o'clock, went into his wife's bed room and shook her mistress, saying in a saucy manner "missers, get up and look after your children," and, pointing to the clock, said she was going to Canton by the 8 o clock steamer. Complainant came in again and told her that was an improper way to speak to her mistress. The defendant rushed out of the room, and taking her clothes to the door, went outside to go away when a Chinese constable standing at a little distance was called, and she was given into custody. The whole cause of the defendant wishing to leave was because complainant would not keep on a boy she brought to do house work, alleging he was her brother. The boy was lazy and useless.

Defendant said she had a letter to say her son was sick, and wanted to go away directly. The letter was at home.

His Worship sent defendant down with Mr. de Cruz to get the letter, but they had not gone far before Mr. de Cruz, came back and said that a Chinaboy came behind her and said, "What a fool you are to say that, now we have no time to write one."

The defendant was fined $6, one month's wages.

A FRIEND.

A small boy named Kwok-yow-sing, 11 years of age, found by boatman No. 1684 as a destitute, crying because he had no home or relations, was handed over to the tender mercies of said boatman to keep, with whom the boy said he would like to stay having already had shelter with him.

TONQUIN.

The *Saigon Independant*, of the 1st instant, contains some important intelligence from the above place, of which the following is a translation:—News from Tonquin has reached us from various quarters and different sources, which seems to us quite worthy of credit, and which leads us to now consider the death of M. Garnier no longer as one of those regrettable events, which have only a limited influence on the course of affairs, but as a real disaster as regards the success of the operations which we are carrying on in that country. When M. Garnier was placed by Admiral Dupré at the head of our expedition, we were the first to applaud this choice. We thought, and we think still, that his personal merit, and his severe study during a long and trying mission, his profound knowledge of the habits and customs of the populations, which we are desirous to bring under our influence, designated him naturally as the man most fitted to fill this difficult post.

Up to the 3rd December last, a space of hardly two months, how had M. Garnier fulfilled his mission? What results had he obtained? The *Courrier de Saigon* is either silent or obscure on these two important points. We shall endeavour to fill up its spaces and to pierce is darkness.

The capture of the citadel of Hanoi, when the expedition commenced, was not, as has been pretended, a useless butchery, but an act of vigour demanded imperatively by the circumstances. It had the effect, combined with the capture by the Marshal of several high mandarins, to put an end to every attempt at resistance, and to secure to our partisans the attitude in the country on which we had calculated. M. Garnier who had, during the course of his journeys, had an opportunity of studying the sentiments and aspirations of these people, oppressed by the agents of the court at Hue, and impatient to throw off a yoke which is odious to them was able clearly to made use of their favourable disposition to cause the supremacy of France to be recognized, and to replace by men, who were reliable and of his own choice, the authorities who showed themselves indifferent or hostile. In concert with the Chinese merchants he was engaged at the same time, in making up a Customs' Tariff, promising the greatest guarantees to commerce, together with an assured protection, and ultimately, by a proclamation posted on the walls of Hanoi, opened the ports of Tonquin to navigation and profit. This last measure was, moreover, the logical conclusion of our expedition.

With the intelligent activity which was one of his chief qualities, and disposing with prudence his little body of troops, M. Garnier soon caused our sovereignty to be recognized in the six Provinces of Tonquin, numbering more than three million inhabitants. He set up everywhere functionaries devoted to our cause, and was making arrangements for the organisation of a native militia. No trouble or serious opposition was manifested. The deposed literati and Mandarins retired, dissimulating their discontent, and recognising their incompetency. On all sides French flags flew in the villiages, and it was easy to see that before long, a large zone of Tonquin would be subjugated to our influence, when the relentless (inconsciente) ball of a Chinese pirate came, and in an obscure brawl, suspended, with the life of M. Garnier, the course of our success.

We know, no doubt, that it was not within the instructions of M. Garnier, and above all with the force at his disposition, to conquer Tonquin; but he was better acquainted than anybody with the *ruses* and calculated delays of Annamite diplomacy, and the plan which he pursued with such happy persistency, by unveiling to the Court of Hué its feeblenese and its unpopularity, would have brought it per force in a short time to accept the conditions which we proposed to him, and at last to sign that famous treaty which it has held out to us so long. The route to be followed was cleverly marked out, and the successors of M. Garnier seemed to have nothing to do, but to reap the results of his policy.

Why then does everything now appear to be called in question? Why are the forts taken and occupied by our troops, and the provinces which we had brought into submission rendered back to the Annamites? Why are the functionaries nominated by M. Garnier deposed? What are the causes of this disavowal of all our acts? What representations, what pusillanimous suggestions have been obeyed? What is this fatality which seems to strike our policy everywhere with sterility and ridiculous diversion from its objects? Has M. Philastre only carried out precise instructions, or has he had latitude to follow personal inspirations only too well known.

In any case, the disastrous consequences of this retirement, which nothing justifies, have not been delayed. Behind us our enemies take courage and again hold up their heads; our partisans are followed up; some of them have been massacred; villages have been burned, the Missionaries, who have lent us their assistance, fear the persecutions which will speedily arise. We can easily seize Chinese junks, and hang pirates, but it will be difficult to gain back the confidence of the people, whom our abandonment leaves miserably to inevitable reprisals.

The *Courier de Saigon* of the 20th January, foretells the early return of M. Philastre from his voyage, which will already have had such sad consequences, and announces the departure of M. Rheinart, Inspector of native affairs, as resident at Tonquin. We trust sincerely that this officer, whose firmness and intelligence is recognised by everyone here, will succeed in the mission which is confided to him, but we do not dare to hope it, after the Campaigne of the Chief of Native Justice.

ARRIVAL OF THE FRENCH MAIL.

The Messageries Maritimes steamer *Peiho*, Capt. Melizan, from Marseilles 4th January, *via* Port Said, Suez, Aden, Galle 30th ultimo, and Singapore the 7th inst., arrived here yesterday afternoon. The following telegrams have not yet appeared in Hongkong:—

CALCUTTA, 4th February.

The Rice Famine.—There is a great scarcity of Rice in Bengal, and the Government is providing Grain and relief work.

LONDON, 5th January.

The Ashantee War.—A despatch from Sir Garnet Wolseley, dated 25th January, communicates that his terms have been accepted by the King of Ashantee, who will pay £200,000 as an indemnity.

The British forces halt to-morrow, 30 miles from Coomassie.

FRANCE.—Marshal Macmahon's speech in the tribunal of commerce, urged confidence in the stability of the Government. Macmahon is resolved to make Septennial power respected under all circumstances.

REUTER'S TELEGRAMS.

PENANG, 31st January.

The Ex-Prime Minister of Acheen has published in the *Penang Gazette*, think he is prepared to take oath the Treaty between Holland and Acheen dated 1857, is a fabrication.

PENANG, 2nd February.

It it reported that the Sultan of Acheen is dead.

Cholera prevails among the newly arrived troops.

No further hostilities.

The following are from the *London and China Expr. ss*:—

We understand that Mr. O.-Bismarck, late Secretary and Interpreter to the German Legation at Peking, will shortly return to Tientsin as Consul for that port. No successor to Baron Rehfues, the late German Minister at Peking, has yet been gazetted, but it is considered probable that Baron Von Brandt will be transferred from Yedo to Peking.

We understand that Baron de Calice, hitherto Minister Resident for Austria-Hungary in China and Japan, and now at Vienna on leave, has been transferred to Bucharest.

SINGAPORE.

(*Straits Times.*)

We heartily welcome the Penny Postage on correspondence exchanged throughout the Settlements, and we feel that whilst thanks are due to Sir Andrew Clarke for having conceded the reduction, the community are indebted to Mr. Trotter for having persistently urged the introduction of lower local rates of postage. Eighteen months ago it cost 12 cents to send a letters to Penang by P. & O. mail steamer, and 6 cents by a private steamer. Now, a letter by the former means is conveyed for 6 cents, and by the latter for 2 cents; and as so many steamers now run between the Settlements, doubtless the contract rate will in time be made to assimilate to the private rate. We trust our P. M. G. will not rest until he has secured for us a universal rate of 6 or 8 cents with free delivery on letters exchanged between these Settlements and India, China, Java, the Philippines, and other places in the East. We do not ask for such a reduction as would impoverish the Postal department and make it a burden to the Colony, but what we should like would be to be able to prepay our correspondence to its destination, which is still impossible in the case of letters addressed to some of the places enumerated above.

The race-course was on the 1st inst., formally opened for training. A considerable gathering of the Stewards and Members of the Club were present, and though only a few horses went round, there was ample indication of a more than ordinary interest to be displayed in the events of the forthcoming races.

The price of coal is now so extravagant, it is gratifying to learn that there is an early prospect of a plentiful supply of good coal coming from Labuan. No. 1 seam (6 feet 10 ins thick) which is 474 feet from the surface, has been penetrated, and it is the intention of the energetic Manager of the mine to persevere with the sinking of the shaft until No. 4 seam (12 feet thick) is reached, when there will be inexhaustible supplies of excellent and cheap fuel.

A Chinaman was found lying dead on Balestier Plain, with a long knife sticking completely through his body. A coroner's inquest was held on the 1st instant by F. H. Gottlieb, Esq., the jury returning a verdict of wilful murder against some person or persons unknown.

We understand that the Government has chartered the steamer *China* for service on an expedition to the Malay states bordering on Malacca, and that H.E. the Governor intends leaving on Friday, on a visit to Rembow, Sakungore, and Langat, with a view to settling the disturbances that have so long paralyzed trade in those districts.

The Netherlands Consul-General has favoured us with the following copy of a telegram received by him:—

BATAVIA, 1st February.

Information from Acheen to 28th January. No more hostilities since capture of Kraton. Every reason to believe the war is finished. The Sultan and Panglima Polim are anxious to continue fighting, but their allies on the North and West coast have forsaken them. Cholera exists in both Camps.

ONE DOLLAR NOTES.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—While agreeing with you as to the inadvisability of withdrawing the one dollar notes from circulation, I can scarcely think that the reasons adduced by you for the action of the Home Government can be the correct ones. No doubt we must look to the principles which underlie the Bank Act of 1844, to discover what probably are the reasons which have influenced the home authorities on requiring the withdrawal of these notes.

Under the head of "Bank of England" in McCulloch's Commercial Dictionary, when discussing the permission to form Joint Stock Banks, in 1826, it is stated, "What we really wanted was the adoption of a system that should suppress all local issues, or exclude the possibility of notes being discredited, by preventing all individuals or associations from issuing such as had not been previously guaranteed. Besides attempting to lessen the frequency of bankruptcy among Country Banks, by repealing the law limiting the number of partners, it was further resolved to prohibit the issue of £1 notes." It seems clear that it went far to shut upon of the most convenient channels, by which the inferior class of country Bankers contrived to get their notes into circulation, and must in so far have done good. But there were many other channels still open to them; and to imagine that this measure was to place the provincial currency on that solid basis on which it should be placed, was quite visionary. The truth is that it is not possible to guard against loss and fraud from the proceedings of the country Bankers, otherwise than by compelling them to give security for their issues, and as security may as easily be given for £1 notes as for those for £5, the suppression of the former does not appear to be essential.

These remarks are meant to apply only to the case of the county banks. The extraordinary extent to which the forgery of the £1 notes of the Bank of England was carried, affords a sufficient vindication of the policy of their suppression. But the comparatively limited circulation of the county banks, and, perhaps, we may add the greater attention paid to the manner in which their notes were engraved, hindered their forgery from becoming injuriously prevalent.

Taking these statements into consideration, it is possible that the Home Government have been influenced by the desire to prevent an excessive issue of notes, not from any fear of a run upon the issuing bank, but because it is wrong in principle to allow notes to be issued without any guarantees, beyond the credit of the issuer. At the same time, I have been informed that the question has been decided merely as one of official etiquette. The Governor had no power to grant the licence, which ought to have been granted by the Supreme power at home, and if application be made in the proper quarter, it is probable that the authority to issue $1 notes will be granted.

I am, yours faithfully, D. W.

Hongkong, 14th February, 1874.

COMMERCIAL INTELLIGENCE.

FEBRUARY 15TH, EVENING.

New Patna, $612½ to $615, cash and credit, in small demand; New Benares, $600 to $602½, cash and credit, nominal; Old Patna, $615 to $617½, cash and credit, firm; Old Benares, $600 to $602½, nominal; Malwa, $600 to $605, quiet. Estimated stocks, 800 chests old Patna, 225 chests old Benares, 425 chests new Patna, 165 chests new Benares, and 450 chests Malwa.

Vessels Advertised as Loading.

Destination	Vessel's Name	Captain	At	For Freight Apply to	To be Dispatched
LONDON *via* SUEZ CANAL	Priam (str.)			Butterfield & Swire	On or about 16th inst.
LONDON	Fontenaye	Taylor	Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
Do.	Lennox Castle	Stewart	Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
NEW YORK	August	P. Rus	Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
Do.	Anna Dorothea		Hongkong	Olyphant & Co.	Quick dispatch.
PORTLAND (OREGON)	Forward	Wm. Whyte	Hongkong	Rozario & Co.	Quick dispatch.
SAN FRANCISCO	C. L. Taylor	Sears	Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
Do.	Scotland (str.)	S. D. Washburn	Hongkong	Vogel, Hagedorn & Co.	On or about 15th March.
MELBOURNE AND SYDNEY	Onward			Rozario & Co.	Quick dispatch.
S'PORE, PENANG, & CAL'TA	China (str.)	T. S. Gardner	Hongkong	David Sassoon, Sons & Co.	To-day, at 3 P.M.
MANILA	Cashmere		Hongkong	Olyphant & Co.	Quick dispatch.
YOKOHAMA	Behar (str.)		Hongkong	P. & O. S. N. Co.	Quick dispatch.
Do.	Nil (str.)	Samat	Hongkong	Messageries Maritimes	To-day, at 4 P.M.
SHANGHAI	Peiho (str.)	Melizan	Hongkong	Messageries Maritimes	To-morrow, at 2 P.M.
Do.	Orissa (str.)		Hongkong	P. & O. S. N. Co.	Quick dispatch.
Do.	Patroclus (str.)			Butterfield & Swire	On or about 24th inst.

For Sale.

SAYLE & CO.

HAVE just received a choice ASSORTMENT of CLOTHS, suitable for the AUTUMN and WINTER SEASONS, consisting of—

FANCY TWEEDS and ANGOLAS, for Suits.
TROUSERINGS of the latest Styles.
BLACK and BLUE BROAD CLOTHS.
BEDFORD CORD and KERSEYMERE for Riding BREECHES.
Light MELTONS for OVERCOATS.
BILLIARD CLOTH.

ALSO,

LONGCLOTH, FLANNELS, REGATTA, OXFORD and CAMBRIDGE SHIRTS.
COLLARS and SCARVES of the latest fashions.
BOOTS, SHOES, and SLIPPERS of all kinds.
The Newest Shapes in FELT, DRAB SHELL, and SILK DRESS HATS.
GOLD STUDS, SLEEVE LINKS, and SOLITAIRES.
HAIR BRUSHES, SOAPS, and PERFUMERY.
TURKISH TOWELS and BATH BLANKETS.
DAMASK TABLE CLOTHS and NAPKINS in all Sizes.
UMBRELLAS and WALKING STICKS.
VELVET PILE TAPESTRY, and BRUSSELS CARPETS, with HEARTH-RUGS to Match.
STAIR CARPETS with Brass Rods and Fittings.
FELT CARPET in Squares, and by the Yard.
VELVET PILE CENTRE and SOFA CARPETS.
LINEN CRUMB CLOTHS and STAIR COVERINGS.
COIR MATTINGS in all the usual widths.
PLAIN and BORDERED MATS.
SHEEPSKIN CARRIAGE MATS.
FLOOR CLOTHS, in all widths up to 8 Yards.
PLAIN and FANCY REPS, and WORSTED DAMASKS, in all the leading Colors.
TRIMMINGS and CURTAIN HOLDERS to Match.
PRINTED, EMBROIDERED, and VELVET PILE TABLE COVERS.
PLAIN and PRINTED CLOTHS by the Yard.
LACE and MUSLIN CURTAINS.
CRETONNE and other CHINTZES.
BRASS and WOOD CORNICE POLES, with fittings complete.
WHITE and COLORED BLANKETS, in all Sizes.
WHITE and FANCY TOILET QUILTS.
EIDER DOWN BEDQUILTS and PILLOWS.
FEATHER PILLOWS in Linen Ticks.
CARRIAGE RUGS and SCOTCH MAUDS.
CHILDRENS' COTS and IRON BEDSTEADS.
TOILET, CHEVAL and GILT CHIMNEY GLASSES.
&c., &c., &c.

VICTORIA EXCHANGE,
HONGKONG;
AND AT SHANGHAI.

CHAMPAGNE, (Genuine Mark.)

THEOPHILE ROEDERER,—
Gladiateur, Pints, 2 doz. each case.
Carte Blanche, do. 2 do. do.
Carte Noire, do. 2 do. do.
D. ST. MARCEAUX,—
Carte Blanche, Dry, Quarts, 1 doz. each case.
Do. do. Pints, 2 do. do.
Do. Dry, Half-pints, 4 do. do.
Carte Noire, Very Dry, Quarts, 1 doz. case.
Do. do. Pints, 2 do.
DUC DE MONTEBELLO,—
Carte Blanche, Quarts, 1 doz. each case.
Do. Pints, 2 do. do.
Do. Half-pints, 4 do. do.
Apply to
G. DUBOST & Co.

3m 195 Hongkong, 3rd February, 1874.

NOW READY

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in *extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabularly contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect, the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG

For Sale.

HONGKONG RACES, 1874.

ROSE & CO.

ARE now showing:—

LADIES' COSTUMES.
PARIS MILLINERY.
KID GLOVES, 2 and 3 Buttons.

RACE SCARFS, in Owners' Colors.
DRAB FELT HATS, New Shapes.
KID GLOVES.
RIDING and DRIVING GLOVES.
FRENCH BOOTS and SHOES.

WELLINGTON STREET,
OPPOSITE ROMAN CATHOLIC CHAPEL.

7d 239 Hongkong, 12th February, 1874.

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BEG most respectfully to inform the Public that they are now offering the remains of their

WINTER STOCK,
AT GREATLY REDUCED PRICES.

BAKER & Co. would also call attention to their SPECIAL STOCK of Ladies' and Gentlemen's

FRENCH KID GLOVES,
opened exclusively for the
RACES.

BAKER & CO.,
COURT DRESS MAKERS & MILLINERS,
24, *QUEEN'S ROAD.*

tf 243 Hongkong, 13th February, 1874.

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A FEW Cases of Cosen's Superior PALE SHERRY.

Apply to
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14d 237 Hongkong, 12th February, 1874.

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JOHN DUBAND & Co.'s BORDEAUX WINES.
BLANCHY FRERE & Co.'s BRANDIES.
STARTUP & KENTISH'S SHERRIES and PORT WINES.

J. LEMBKE.

3m 226 Hongkong, 10th February, 1874.

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THEOPHILE ROEDERER & Co.'s CHAMPAGNE (Genuine Mark):—
Gladiateur, in Pints.
Carte Blanche, " "
Carte Noire, " "

J. LEMBKE.

3m 227 Hongkong, 10th February, 1874.

A. S. WATSON & CO.,
CHEMISTS AND DRUGGISTS
TO
H.R.H. THE DUKE OF EDINBURGH
AND
H.E. THE GOVERNOR,

BEG to announce that they have just received a Choice Assortment of PERFUMERY and TOILET REQUISITES.

tf 976 Hongkong, 19th June, 1873.

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EXSHAW'S BRANDY, in 1 Dozen Cases.

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DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown } CANVAS.

ARNHOLD, KARBERG & Co.

tf 1130 Hongkong, 11th May, 1867.

THE TOURIST'S GUIDE—REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

The Daily Press Office.

A. MILLAR & CO.,
HOUSE, SHIP, AND STEAMBOAT PLUMBERS,
COPPERSMITHS & BRASSFOUNDERS,
No. 1, Queen's Road East and Nullah Lane,
Opposite H.M. Naval Dock Yard.

tf 387 Hongkong, 1st March, 1871.

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ARNHOLD, KARBERG & Co.

tf 419 Hongkong, January, 1867.

THE UNDERSIGNED begs to inform the Public of HONGKONG, HO NAM, AND CANTON that he has shops established at those places in the name of HING KEE.

In HONGKONG, at the Central Market, No. 12, he has constantly on hand BEEF, MUTTON, POULTRY, BREAD, VEGETABLES, and OILMAN'S STORES, &c., of the best quality.

In HO NAM and CANTON SHOPS, the foregoing articles, with the addition of SPIRITS, SODA WATER, &c., and GAME when in season.

Gentlemen and Families desirous of patronizing him, are requested to apply at his shops as above, where a list of prices of articles will be furnished, which will be supplied at the *same rate* all the year round.

HING KEE.

1y 745 Hongkong, 13th May, 1873.

榮興記
WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.

1y 1343 Hongkong, 16th August, 1873.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20%) upon current local rates of Premia, will be returned on Insurances against fire, effected with this Office.

EDWARD NORTON & Co.,
Agents.

tf 1174 25th June, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

Vessels on the Berth.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE British Steamer

"CHINA,"

Captain T. S. Gardner, will be despatched for the above Ports TO-DAY, the 16th instant, at 3 P.M.

Despatches will close at 2.30 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,

4d 250 Hongkong, 13th February, 1874.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship

"NIL,"

Captain Samat, will be despatched for YOKOHAMA TO-DAY, the 16th instant, at 4 P.M.

C. BERTRAND,
Principal Agent.

244 Hongkong, 16th February, 1874.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship

"PEI-HO,"

Captain Melizan, will be despatched for SHANGHAI TO-MORROW, the 17th instant, at 2 P.M.

C. BERTRAND,
Principal Agent.

245 Hongkong, 16th February, 1874.

STEAM TO SHANGHAI,
(*Taking Cargo at through rates for* NAGASAKI *and* HIOGO.)

THE P. & O. S. N. Co.'s Steamship

"ORISSA"

will leave for the above place about 24 hours after the arrival of the next English Mail.

A. McIVER,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 7th February, 1874. [213

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"BEHAR"

will leave for the above place shortly after the arrival of the next English Mail.

A. McIVER,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 7th February, 1874. [214

OCEAN STEAMSHIP COMPANY.

FOR LONDON *via* SUEZ CANAL.

THE Company's Steamship—

"PRIAM,"

will be despatched on or about the 18th instant. Insurance risks accepted on behalf of the Company as under:—

On Tea 27/. %, all risks, 18/. %, F.P.A.
" Silk 18/. %, do.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

183 Hongkong, 2nd February, 1874.

FOR SAN FRANCISCO.

THE A1 British Steamer

"SCOTLAND,"

S. D. Washburn, Commander, will be despatched for the above port on or about the 15th March.

For Freight or Passage, apply to
VOGEL, HAGEDORN & Co.,
Agents.

tf 167 Hongkong, 30th January, 1874.

FOR NEW YORK.

THE A1 German Brig

"AUGUST,"

P. Rus, Master, will load here and at Whampoa for the above port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.

tf 252 Hongkong, 14th February, 1874.

FOR PORTLAND (OREGON).

THE well-known A1 Clipper Barque

"FORWARD,"

Wm. Whyte, Master, having the greater portion of her Cargo engaged, will have immediate despatch for the above port.

For Freight or Passage, apply to
ROZARIO & Co.

tf 228 Hongkong, 10th February, 1874.

FOR MANILA.

THE American Ship

"CASHMERE"

will have immediate despatch for the above port.

For Freight, apply to
OLYPHANT & Co.,
Agents.

tf 220 Hongkong, 9th February, 1874.

FOR MELBOURNE AND SYDNEY.

THE well-known Clipper Ship

"ONWARD,"

daily expected from the Colonies, on its arrival will have immediate despatch for the above ports.

For Freight or Passage, apply to
ROZARIO & Co.

tf 150 Hongkong, 26th January, 1874.

FOR SAN FRANCISCO.

THE A1 American Schooner

"C. L. TAYLOR,"

Capt. Sears, will have immediate despatch for the above port.

For Freight, apply to
VOGEL, HAGEDORN & Co.

tf 145 Hongkong, 26th January, 1874.

FOR LONDON.

THE A1 British Ship

"FONTENAYE,"

Captain Taylor, will load here and at Whampoa for the above port, and will have early despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.

tf 163 Hongkong, 30th January, 1874.

FOR LONDON.

THE A1 British Clipper Ship

"LENNOX CASTLE,"

Captain Stewart, will load here and at Whampoa for the above port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.

tf 132 Hongkong, 22nd January, 1874.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for: Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder, Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 721 May 8

NOW READY,

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,

By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE: In Paper Wrappers, ...$1.50
Neatly Bound, ... $2.00

Apply at the *Daily Press* Office.

Intimations.

MR. J. C. H. IBURG,

FORMERLY Organist of St. Andrew's Cathedral, and Director of Music in the German Club "Teutonia," at Singapore.

Lessons given in SINGING, PIANO-FORTE, ORGAN, VIOLIN, and on any other Instruments.

Piano-forte Tuning done on moderate terms.

For Engagements, &c., please address, care of Messrs. LANE, CRAWFORD & Co.; or Messrs. KRUSE & Co.

189 Hongkong, 2nd February, 1874.

BY SPECIAL APPOINTMENT
TO HIS EXCELLENCY THE GOVERNOR,
AND
TO H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,
CIVIL, NAVAL, & MILITARY TAILOR, WOOLLEN DRAPER, HATTER, HOSIER, AND GENERAL OUTFITTER,
45 and 47, Queen's Road, next to Oriental Bank.

tf 192 [Feb. 1.

FOOCHOW DOCK.

PAGODA ANCHORAGE.

THE above Granite-floored DOCK has lately been LENGTHENED to 400 *feet* over all, and is now capable of receiving vessels up to 320 feet on the keel. The breadth of the Dock at the bottom is 40 feet, at the top 80 feet, and the width at the entrance is 56 feet. Depth of water on the sill 13 feet at average neap, and 17 feet at average spring tides.

The Dock has a Caisson Gate, and is pumped out by steam.

A new FOUNDRY for large iron and brass castings has recently been added.

The Machine Shop contains a 12-inch Screw Cutting Gap-lathe, Small Lathes, Drilling and Screwing Machines, Steam Saw Mill, Large Smithy, &c., &c.

Dry Godowns are on the premises, available for stowage of cargo, &c.

A large stock of Timber, Metal, and other Dock-yard Material always on hand.

Vessels docked for examination, remetalled, recaulked, repairs also done in harbour; and iron ships and steamers cleaned and painted, at moderate charges. Particulars can be obtained at the Dock, or on application to the undersigned.

The Steam Tug *Woosung* is in thorough working order, and is available at all times to tow vessels to or from sea, at reasonable rates.

JOHN FORSTER & Co.

tf 1039 Foochow, 18th June, 1873.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN,
T. PEIL,

tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

BROWN, JONES & CO., UNDERTAKERS, &c.
OFFICE—No. 9, HOLLYWOOD ROAD.

Memorial Stones and Monuments erected.

tf 137 Hongkong, 21st January, 1873.

NOTICE.

P. & O. S. N. Co.

COMMENCING with the mail of 8th January, 1874, and until further notice, the Company's Homeward Steamers from Calcutta, in connection with the Mail Steamers from this Port, will proceed to Southampton via the Suez Canal.

A. McIVER,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 18th December, 1873. [2050

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*GOLCONDA*," Captain G. FEASEE, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 19th February, at noon.

Cargo will be received on board until noon, Specie and Parcels at the office until 2 P.M. on the 18th idem.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*

Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 6th February, 1874.

NOTICE

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
BOMBAY, ST. DENIS, AND PORT LOUIS.

ON THURSDAY, the 26th February, 1874, at noon, the Company's Steamship "*IRAOUADDY*," Commandant BOURDON, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 25th February, 1874. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND,
Principal Agent.

Hongkong, 12th February, 1874.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA PANAMA, TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE S. S. "*ALASKA*" will leave Hongkong for San Francisco, via Yokohama, on FRIDAY, the 27th instant, at 3 P.M., taking Passengers, Mails, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, VIA PANAMA.

A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about the same date, and make close connection at Yokohama.

At New York and Aspinwall, Passengers have selection of various lines of Steamers to England, France, and Germany.

Return Passage Tickets issued at a reduction of 20 per cent. on regular rates.

Freight will be received on board until 4 P.M. of the 26th instant. Parcel Packages will be received at the Office until 5 P.M. of the same day. All Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Pinya West.

T. A. HARRIS,
Agent.

Hongkong, February 12th, 1874.

Post-Office Notifications.

A mail will close.

For Singapore, Penang, and Calcutta.—Per *China*, to-day, the 16th instant, at 2.30 P.M., instead of on the day previously notified.

For Yokohama.—Per French Mail Packet *Nil*, to-day, the 16th instant, at 3.30 P.M.

For Shanghai.—Per French Mail Packet *Pei-ho*, to-morrow, the 17th instant, at 1 P.M.

MAILS BY THE "*ENGLISH PACKET.*"

The English Contract Packet "*GOLCONDA*," will be dispatched with the usual Mails for Europe, &c., on THURSDAY, the 19th February, at noon.

Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 18th instant.

The Post-Office will be open until 6 P.M. on the 18th instant.

Letters, &c., may be posted during the night in the box left open for their reception.

Letters for registration will be received until 10 A.M. on the 19th instant.

Letters may be posted until 10 A.M. on the 19th instant, without late fee.

Letters posted after 10 A.M. on the 19th instant, will not be forwarded unless the *Late Fee* of 18 cents

Extracts.

DO THY WORK.

"Fait ton fait."—*Carlyle.*

Do thy work. Know nought but duty;
Heed not what the skies may be;
Duty makes eternal beauty,
Hath its own sweet harmony.
What life brings of joy or sorrow
Swiftly passes, cannot stay;
Do thy work; the coming morrow
Never may be thy to-day.

Do thy work. No teaching hearken
Which hath end in other rule,—
Bright at first, 'twill surely darken,
Work's the word in wisdom's school.
Work's the word of all great spirits;
Work's the word all great lives say;
Work, and then shalt life inherit;
Work, and grief shall pass away.

Do thy work. The day's sweet splendour,
Night's fair stars so bright and true,
All with voices soft and tender,
Unto workman's spirit woo,
From things trivial, vain, and dark'ning,
Up to lofty labours call.
Happy he who gives them hearkening!
On his head shall blessings fall.

Do thy work. The hours are hastening;
Let thy spirit with them flow;
Up and work, their shadows chastening
With thy life's pure radiant glow.
With pure thoughts and with pure feelings,
Trace their fading outlines o'er;
Holy deeds whose pure revealings
Life shall bless for evermore.

Do thy work. The world's heart faintath
For some guidance, what to do;
Every noble worker saintath
With a fervour pure and true.
Work's its need; in work imo brightens;
Hear's grow strong beneath its sway;
Life's deep heavy inside it lightens,—
Through its darkness shows a way.

Do thy work. Rest not in knowing;
Knowledge dies by work unfed.
Work's the moral ploughing, sowing,
Which makes knowledge living bread.
All its charms and all its graces
Root in what it helps to do.
Knowledge cheers not; never braces,
Till it waits on labour true.

Do thy work. Life's end and blessing
Lies in labour pure and high.
Labour is the true progressing
Which upbuilds life silently.
Work uplifts, inspires.—Life blendeth
With the forces of the sky;
Wraps the heart in thought which sendeth
Powers divine through destiny.

Do thy work. Be brave, true-hearted,
Let not life be all a dream.
On time's sea no soul is started
Just to follow pleasure's beam.
Work's life's due, the due of being;
And though snows may round us lie—
Storms rage o'er us—yet, sloth fleeing,
We no hour must work deny.

Do thy work. Be firm, unshrinking,
Resolute against every ill;
Never listening doubtful thinking,
Never losing faith in will.
Firm at last, true work prevaileth;
What was doubtful standeth sure;
Comfort comes;—the strong heart waileth
Its incompetence no more.

Do thy work. This voice, high pealing,
Sounds through all life's griefs and woes,—
All time's changes,—each revealing
In this chorus hath its close.
Work's life's highest need and merit,
Work's life's firmest staff and stay.
Work brings o'er the darkened spirit,
Light that fades not with the day.

Do thy work. The vast forever
Tiding round us like a sea,
Cries for action—pausing never,
In its solemn urgency.
Work is cries, work ere day fadeth;
Work, while yet the sun shines free;
Ere life's mist thy spirit shadeth
Ere the hours of darkness be.

—*Progress and other Poems. By. M. S.*

A SICK COUCH.

I remember a boy who for many months, even for years, suffered agonies from a disease which was perhaps even the more terrible that there was no hope of release by death, and one day, after he had been in bed so long and had suffered so much that he had lost his reckoning of time, his mother brought him a great full-blown rose that filled all the chamber with its fragrance. The lad took the flower very eagerly, and after almost burying his face in the soft and perfumed petals turned wonderingly to the giver and said, "Is it summer now, dear mother?" He, poor fellow, had missed his spring altogether, and missed it doubly, for the spring of his life was passed on a couch of suffering, amidst odours of medicines, visits of grave-faced doctors, and a weariness almost without hope.—*From "The Portfolio."*

THE CHALK STREAMS.

Whether trout have not a specific fondness for lime; whether water of some dozen degrees of hardness is not necessary for their development? are questions which may be fairly asked. Yet is not the true reason this; that the soil on the banks of a chalk or limestone stream is almost always rich—red loam, carrying an abundant vegetation, and therefore an abundant crop of animal life, both in and out of the water? The countless insects which haunt a rich hay meadow, all know who have eyes to see; and if they will look into the stream they will find that the water-world is even richer than the air-world. Every still spot in a chalk stream becomes so choked with weed as to require moving at least thrice a year, to supply the mills with water. Grass, milfoil, water crowfoot, hornworth, starwort, horsetail, and a dozen other delicate plants, form one tangled forest, denser than those of the Amazon, and more densely peopled likewise.—*Prose Idylls. By Charles Kingsley.*

ASHANTEE SUPERSTITIONS.

The Ashantees are strict in their daily religious observances. Every morning the master of a household takes water in a calabash, and pours it on the ground before the door of his house, praying to the fetish to wash his face that he may be the better prepared to watch over the household on that day. Sometimes an offering of a fowl is made. When Mr. Dupuis was on his journey to Coomassie, he was aroused from sleep one morning at an early hour, at the place where he had stopped for the night, by the entrance of a man, whom he discovered to be the master of the house, with a present for his tutelary god, which in this case happened to be a tree, growing at the door of the apartment where he (Dupuis) lodged. The offering, which consisted of a white and speckled fowl, and a small calabash containing a little corn and plantain, steeped in a fluid looking like blood, was, in the first instance, placed on the ground close by the tree; but afterwards, the members of the fowl were severed from each other, and suspended by a piece of cotton-yarn upon one of the lowest branches. A blackish fluid, contained in another calabash, was then poured out at the root of the tree as a libation, during the recital of a prayer which Dupuis did not understand. The washing of the stem of the tree, with a colouring made from grey and white clay, concluded the ceremony. Before eating or drinking by an Ashantee man, a little of the liquid and a portion of the food are thrown on the ground, as offerings to the fetish and the spirits of departed relatives. Application, says Beecham, is made to the fetishes for counsel and aid in every domestic and public emergency. When persons find occasion to consult a private fetishman they take a present of rum and gold dust; and proceed to his house. He receives the present, and either puts a little of the rum on the heads of his various images, or pours a small quantity on the ground before the platform as an offering to the whole pantheon; then taking a brass pan with water in it, he sits down with the pan between himself and the fetishes; and the inquirers also seat themselves to await the result. Having made these preparatory arrangements, looking earnestly into the water, he begins to snap his fingers, and, addressing the fetish, extols his power, saying that people have arrived to consult him, and requesting him to come and give the desired answer. After a time the man is wrought up, like Virgil's Sybil, into a state of fury; he shakes violently, and foams at the mouth. This is to intimate that the fetish has come upon him, and that he himself the African spiritualist) is no longer the speaker, but that the fetish uses his mouth, and speaks by him. He growls like a tiger, and asks the worshippers for rum. After drinking he inquires what they have come for. They then tell him their sorrow; a relative is ill. They have done all they could, but in vain, and knowing he is a great fetish, they have sought his aid. He expresses a hope that he shall be able to help them, and says, "I go up to see." The fetish is then supposed to leave the priest and ascend to Yankumpon, the Supreme Being, to intercede for the sufferer. After a silence of a few minutes the fetishman replies to the inquiries. The popular belief is that fetishes have four eyes, and can therefore see better than mortals, and that they go up into the sky to look round and discover the cause of the disease and the means of cure.—*All the Year Round.*

THE LAWYER'S CLERK AND THE MARQUIS.

Had Mr. Skipworth Sharpe's new clerk, who was engaged in the lawyer's office to keep his body and soul together upon eighteen shillings a week, only known who was the commonplace young man who rang the bell which disturbed him just as he was writing down six-and-eightpence on a piece of blotting-paper to keep his hand in, there is no knowing what the poor fellow would have done to push his fortunes. Unhappily for the clerk's future peace of mind he did not know Lord Kingsear, because the silly nobleman had not a single sign of his coronet about or near him. If he had only had an acquaintance to say "Good-by, my lord," or "Where shall we meet again, Marquis?" if there had been one single solitary indication of his rank, the clerk would have been warned, and certainly would not have let his chance slip by. As there was nothing, positively nothing, the clerk stood upon his own rank, as a gentleman in a London solicitor's office, who is a citizen of no mean city; and seeing before him rather a loutish looking youth indifferently clothed, when he opened the door he growled, "Now then, what's up?" and thinking he might, perhaps, do a little practical joking to relieve the tedium of business, he added, "Is the Thames afire?" "Is Mr. Sharpe at home, sir?" asked the Marquis, modestly; and he could hardly have put the question in a worse form. If you do not call a vulgar Frenchman Monsieur, he will not answer you. If you call a vulgar Englishman Sir, or treat him with any semblance of respect, he is almost sure to insult you. So when the nobleman had made a courteous inquiry of the lawyer's clerk, the lawyer's clerk answered after the manner of his kind. "What's that to you? Don't you see all these gents waiting? Ain't I good enough to hear what you've got to say?" The Marquis of Kingsear now thought it was high time to take out his coronet, and putting a card in the hand of the clerk, he answered, as if in command of his troop of horse,—"I have an appointment with Mr. Sharpe. See if he is disengaged." Upon the card was printed in very plain characters—"Marquis of Kingsear, 1st Life Guards." It was only a trumpery bit of glazed pasteboard, which a sparrow might have flicked to perdition with one stroke of its tiny wing; but if it had been a steam-hammer falling suddenly on the head of the lawyer's clerk it could hardly have had a more terrible effect upon him. He staggered back as if he had been struck, became ashen white, blue, yellow, then fairly turned tail with fright and mortification, hiding his guilty remorseful head in the doorway of Mr. Skipworth Sharpe's own inner sanctuary. The lawyer, seeing him gasp spasmodically there, called out roughly to ask what he meant by rushing in upon his privacy without knocking; and as harsh words generally act as a restorative to the nerves, this wretched clerk was sufficiently revived by his master's anger to stretch out the card silently. But he could not speak. "Show my Lord Markis in. Deary me, now who'd have thought that you should have let the Markis wait out there now? Come in, my lord. I beg your lordship to walk this way. I hope I see your lordship quite well. In his Grace the Dook in good 'elth, my lord? This way, my lord,—this way," cried profuse Mr. Sharpe, hastening himself forward to welcome his noble visitor, and absolutely blossoming and opening out in the presence of a nobleman. His face shone with honest pleasure, and his full sensual mouth smiled from ear to ear. He almost quivered with excitement and satisfaction when the young man shook hands with him. On the other hand, the miserable clerk climbed up upon his office stool, and tore his hair and kicked, silently howling in his utter abasement and grievous anguish. Meantime, the boy of eighteen years old naturally took precedence of all who were waiting. A widow lady and her son in deep mourning were hurried out of the lawyer's private room, feeling quite ashamed of being in the way of a marquis; and the other persons waiting were only a country gentleman from Devonshire in haste to catch an express train, a clergyman, a physician, a barrister, and an Indian colonel on half-pay.—*From "Young Brown," in the Cornhill Magazine.*

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.

tf 951 Hongkong, 17th April, 1873.

POSITIVE GOVERNMENT SECURITY—LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN,
Agent.

1y 966 Hongkong, 18th June, 1873.

IMPERIAL FIRE INSURANCE COMPANY.

FROM this date until further notice, a *Return* of Twenty per cent. (20 %) will be made, on the Premium charged on all Insurances effected with this Office, such Return being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.

tf 1159 Hongkong, 24th June, 1872.

THE QUEEN INSURANCE COMPANY.

CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extent of £10,000, on Buildings or on Goods stored therein.

EDWARD NORTON & Co.

tf 241 Hongkong, 22nd January, 1870.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored thereon.

GIBB, LIVINGSTON & Co.

Insurances.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the following rates, subject to a discount of 20 %:

Detached and semi-detached Dwelling Houses removed from Town, and their Contents	½ per cent. per annum.
Other Dwelling Houses, used strictly as such, and their Contents	¼ " "
Godowns, Offices, Shops, &c., and their Contents	1 " "

SHORT PERIOD INSURANCES.

Not exceeding ten days	⅛ of the annual rate.
Not exceeding one month	¼ "
Above 1 month, and not exceeding 3 months	½ "
Above 3 months and not exceeding 6 months	¾ "
Above 6 months	the full annual rate.

GILMAN & Co.,
Agents.

tf 1903 Hongkong, 21st November, 1873.

NOTICE.

THE CHINESE INSURANCE COMPANY, LIMITED.

AFTER this date, the Brokerage allowed by this Company on the Premium on RISKS to ports west of Singapore, will be Ten per cent. (10 %) only; on ALL OTHER INSURANCES a Brokerage of Thirty-three and One-third per cent. (33⅓ %) on the Premia will be allowed, as heretofore.

OLYPHANT & Co.,
General Agents.

tf 42 Hongkong, 5th January, 1874.

OFFICE OF THE CHINA TRADERS' INSURANCE COMPANY, (LIMITED.)

NOTICE.

ON and after the present date, a rebate of Thirty-three and one-third per cent. (33⅓ %) will be allowed on *all insurances* granted by this Company.

By order of the Consulting Committee.

AUGUSTINE HEARD & Co.,
General Agents.

tf 1805 Hongkong, 1st November, 1873.

NOTICE.

ROYAL INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire in the above Company, at current rates, subject to a discount of 20 per cent.

ROB. S. WALKER & Co.,
Agents, Royal Insurance Company.

tf 1617 Hongkong, 1st October, 1873.

BRITISH AND FOREIGN MARINE INSURANCE COMPANY.

THE Undersigned have been appointed Agents at Amoy for the above Company, and are prepared to accept risks by first-class steamers and sailing vessels.

DODD & Co.

3m 1897 Amoy, 14th November, 1873.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 1st November, 1871. tf 885

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.

tf 471 Hongkong, 6th March, 1868.

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.

tf 1351 Hongkong, 7th June, 1867

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE, 137, LEADENHALL STREET, LONDON ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*

tf Hongkong, 1st July, 1867.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.

tf 1193 Hongkong, 27th June, 1872.

PHŒNIX FIRE INSURANCE COMPANY

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

PHŒNIX FIRE INSURANCE COMPANY

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.

tf 1192 Hongkong, 27th June, 1872.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	⅛ of the annual rate
Not exceeding 1 month	¼ "
Above 1 month, and not exceeding	3 " ¼ do. do.
Above 3 months and not exceeding	6 " ½ do. do.
Above 6 months the full annual rate.	

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.

tf 875 Hongkong, 13th August, 1868.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 1st and 15th instants, altering Clauses Nos. 130, 131, 132, and 133 of the Articles of Association, (such changes to take effect from 1st November, 1871), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (2/3rds) to *all contributors*, whether shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (1/3rd) to Shareholders generally, according to the number of shares held by each.

AUGUSTINE HEARD & Co.,
General Agents.

tf 314 Hongkong, 18th February, 1873.

Insurances.

NOTICE.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	⅛ the annual rates
Not exceeding 1 month	¼ do. do.
Above 1 month, and not exceeding three months	½ do. do.
Above 3 months, and not exceeding six months	¾ do. do.
Above six months the full annual rate.	

JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.

tf 678 Hongkong, 28th August 1868

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days	⅛ of the annual rate.
Not exceeding 1 month	¼ do. do.
Above 1 month and not exceeding 3 months	½ do. do.
Above 3 months and not exceeding 6 months	¾ do. do.

EDWARD NORTON & Co.,
Agents the Queen Insurance Company.

tf 242 Hongkong, 22nd January, 1870.

IMPERIAL FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents	½ per cent.
Other dwelling Houses, used strictly as such, and their contents	½ per cent.
Godowns, Offices, Shops, &c., and their contents	1 per cent

GIBB, LIVINGSTON & Co.
Agents Imperial Fire Insurance Company.

tf 864 Hongkong, 7th March, 1865.

Insurances.

JAVA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Fire at current rates, subject to a bonus of 20 per cent.

ARNHOLD, KARBERG & Co.

tf 1801 Hongkong, 31st October, 1873.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 765,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15% for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co.,
Agents.

tf 1069 Hongkong, 9th July, 1872.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings' Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships, in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.

Hongkong, 1st January, 1867.

HONGKONG MARKETS.

As Reported by Chinese on the 14th February, 1874.

COTTON GOODS.

COTTON YARN, No. 16 a 24	per picul	$108.00 a $117.00
" 26 a 32	"	118.00 a 124.00
" 38 a 42	"	125.00 a 137.00
GREY SHIRTINGS, 7 a 7½ lbs	per piece	$2.00 a 2.05
" 8 a 8½ lbs	"	2.30 a 2.50
" 9 a 10 lbs	"	2.90 a 3.25
WHITE SHIRTINGS, 56 a 60 reed	"	2.25 a 2.50
" 64 a 66 "	"	2.65 a 2.80
" 68 a 69 "	"	3.30 a 3.55
WHITE SPOTTED DO.	per piece	2.50 a 2.55
WHITE BROCADES	"	2.50 a 2.55
AMERICAN DRILLS, 30 yards	"	2.40 a 3.20
" 40 "	"	2.50 a 3.50
GREY T. CLOTHS, 24 yds & 32 in. 7 lbs	"	1.60 a 1.65
" 24 " & 36 " 8 lbs	"	2.20 a 2.25
DYED SPOTTED SHIRTINGS	"	3.75 a 3.90
DYED BROCADE DO.	"	3.75 a 3.90
DYED DAMASK DO.	per piece	5.50 a 5.60
CHINTZ	"	1.35 a 1.00
HANDKERCHIEFS, Blue	per doz.	0.65 a 0.70
" Brown	"	0.65 a 0.72
" Red	"	0.82 a 0.85
VELVETS, Black, 22 ins.	per yard	0.21 a 0.22
" Gentian, 22 "	"	0.18 a 0.19
VELVETEENS, Black	"	0.23 a 0.24

WOOLLEN GOODS.

SPANISH STRIPES	per yard	0.61 a 0.63
LONG ELLS, *MM* Scarlet	per piece	9.20 a 9.50
" Assorted	"	9.00 a 9.05
HH Scarlet	"	9.10 a 9.20
" Assorted	"	8.80 a 8.90
CAMLETS, 88	"	17.00 a 17.50
" 88	"	19.00 a 19.50
" 8	"	20.00 a 20.50
BBB	"	22.00 a 23.50
LACINGS, *DD*	"	14.50 a 15.00

METALS.

IRON, Nail Rod Nos. 1 a 6	per picul	4.20 a 4.30
" Hoop	"	5.50 a 5.55
" Bar	"	4.20 a 4.30
" Wire	"	9.80 a 10.50
LEAD	"	7.80 a 8.50
STEEL, English	per tub.	5.00 a 5.10
" Swedish	"	5.40 a 5.50
TIN, Malacca	per picul	31.50 a 32.00
TIN PLATES	per box	5.40 a 6.50
SHEATHING METAL	per picul	26.00 a 26.50
QUICKSILVER, English	"	170.00 a 172.00
" American	"	170.00 a 174.00
SPELTER	"	7.50 a 7.75

PRODUCE

COTTON, Shanghai	"	13.70 a 14.00
" Ningpo	"	14.00 a 14.50
" Tientsin	"	14.00 a 14.50
" Shantung	"	14.00 a 14.50
" Bengal	"	11.00 a 15.60
ALUM	per picul	1.50 a 1.60
SAPPANWOOD, Japan, white	"	3.90 a 3.90
" Black	"	3.50 a 3.75
RICE, Bengal, Cargo No. 1	"	2.45 a 2.50
" " 2	"	2.20 a 2.25
" Siam, white	"	1.70 a 1.85
" " mill cleaned	"	1.80 a 1.95
" Manila	"	2.35 a 2.40
" Java	"	2.00 a 2.10
" Singapore	"	2.10 a 2.15
" Saigon	"	1.50 a 1.65
" Arracan	"	2.10 a 2.15
" Rangoon	"	2.35 a 2.40
SALTPETRE	per box.	5.80 a 6.50
COALS, African	per ton.	
" English steam	"	15.25 a —
" American Anthracite	"	14.25 a —
" Sydney	"	12.00 a —
WINDOW GLASS	per box.	3.00 a 4.00
STRAITS PRODUCE, &c.,		
RATTANS, Straits	per pcl.	0.00 a 0.20
" Banjar	"	4.85 a 5.10
PEPPER, White	"	22.50 a 23.00
" Black	"	10.00 a 10.25
BETEL NUT	"	3.75 a 4.40
SANDAL WOOD Malabar	"	4.30 a 4.50
" South Seas	"	16.50 a 18.00
SAPAN WOOD, Manila	"	1.90 a 2.00
" Siam	"	2.15 a 2.50
FLOUR, California, per sack of 50 lbs		1.55 a 1.60
" American, per barrel of 200 lbs		5.75 a 6.80
WHEAT, Tientsin	per pcl.	1.80 a 1.95
" California	"	2.25 a 2.30
SUGAR, Canton white, 1 a 3	"	6.75 a 7.20
" " Dk. Brown	"	3.50 a 3.60
" West Coast, Dk. Brown	"	3.20 a 3.30
" Manila, Dry White	"	4.40 a 4.50
" " Dk. Brown	"	3.75 a 3.90
CAMPHOR, packed	"	15.00 a 15.50
PEAS, White	"	2.10 a 2.15
" Green	"	2.10 a 2.25
" Black	"	1.60 a 1.65
" Yellow	"	1.75 a 1.90
MUSHROOMS	"	60.00 a 64.00
SHAWNEE, Green	"	1.80 a 2.25
" Cut	"	2.50 a 2.75
MUSSELS, Dry Siam large	"	8.95 a 13.50
" " middle	"	6.70 a 8.80
VERMICELLI, Tientsin	"	5.80 a 6.70
BEES WAX, Japan	"	15.00 a 15.20
" Cochow	"	67.00 a 68.00

SHIPPING IN THE CANTON WATERS.

HONGKONG.

STEAMERS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Altona	K. Hore	Ger. str	1279	Wm. Pustan & Co	
Behar	W. E. Dundas	Brit. str	1310	P. & O. S. N. Co	Yokohama
China	Gardner	Brit. str	978	D. Sassoon, Sons & Co	Singapore, &c.
Chinkiang	Hogg	Brit. str	793	Siemssen & Co	
Dang Wee	—	Ann. str	250	Aug. Heard & Co	
Fame	Vicary	Brit. str	116	H. K. & W. Dk. Co	*Tug Plying*
Glenarriney	Keary	Brit. str	1250	Jardine, Matheson & Co	
Golconda	C. Fraser	Brit. str	1909	P. & O. S. N. Co	
Kinshan ‡	Cary	Brit. str	1050	A. Heard & Co., Agents	
Kiu-Kiang ‡	Banning	Brit. str	1061	A. Heard & Co., Agents	
Nimoa	G. Westoby	Brit. str	862	D. Lapraik & Co	
Nil	Samat	Fren. str	1080	Messageries Maritimes	Yokohama
Norna	Koch	Brit. str	606	Kwok Acheong	
Orissa	W. H. Pockley	Brit. str	1119	P. & O. S. N. Co	Shanghai
Pantuxet	Barros	Amr. str	230	A. Heard & Co., Agents	
Peiho	Melizan	Fren. str	1891	Messageries Maritimes	Shanghai
Powan	A. H. Benning	Brit. str	1890	A. Heard & Co., Agents	*Laid up*
Poyang		Brit. str	821	A. Heard & Co., Agents	*Laid up*
Prince Albert		Brit. str	180	Kwok Acheong	
Sir J. Jeejeebhoy		Brit. str	101	Kwok Acheong	
Yesso	Ashton	Brit. str	525	D. Lapraik & Co	
Yot-tung	Rasmussen	Brit. str	332	Kwok Acheong	*Laid up*
White Cloud §	Carroll	Brit. str	330	A. Heard & Co., Agents	

‡ *Running between Hongkong and Canton.*
§ *Running between Macao and Hongkong.*

SAILING VESSELS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Adelia Carlton	Washburn	Amr. bk	593	Arnhold, Karberg & Co	Shanghai
Anna Dorathea	A. P. Schütt	Ger. bk	330	Siemssen & Co	
August	P. Rüs	Ger. bg	279	Wm. Pustan & Co	
Bangali	J. Herve	Fren. bk	432	Jardine, Matheson & Co	
Bevar	Heigho	Brit. sh	902	Jardine, Matheson & Co	
Bua Cano	Tams	Siam. bk	338	Chinese	
Challenge	Ritchie	Brit. bk	600	Order	
Candelaria	Barredo	Span. bk	407	Remedios & Co	
Canton	J. Brahn	Ger. bk	229	Wm. Pustan & Co	Chefoo
Cashmere	Norton	Amr. sh	937	Olyphant & Co	Manila
Civiale	H. H. Brook	Ger. bk	380	Reynal & Co	
Colombia	Echebarria	Peru. sh	679	N. T. Armero	San Francisco
Corinne	Laidman	Brit. bk	395	Bourjau & Co	
Craigie Lea	Landy	Brit. bk	621	Jardine, Matheson & Co	
C. L. Taylor	O. B. Sears	Amr. bk	407	Vogel, Hagedorn & Co	San Francisco
Ellen	H. Kindred	Brit. bk	500	Captain	Iloilo
Endeavour	Warland	Amr. sh	960	Purdon & Co	Manila
Evening Star	Braun	Siam. bk	414	Chinese	
Fontenoye	Taylor	Brit. sh	684	Vogel, Hagedorn & Co	London
Forward	Whyte	Brit. bk	754	Rozario & Co	Portland
Fyen	Casperson	Dan. bk	311	Siemssen & Co	Tientsin
Garibaldi	Noyes	Amr. bk	670	Rozario & Co	
Goliah	S. P. Andersen	Siam. bk	447	Chinese	
Handy	V. Hansen	Siam. sh	663	Chinese	
Hera	Dickinson	Brit. sch	478	Chinese	
Hongkong	Freudenberg	Siam. sh	636	Tun-tad Hong	
Jessie McDonald	Stewright	Brit. sch	275	Rozario & Co	
Jean Sands	Lefavour	Brit. sh	631	Aug. Heard & Co	
King-tung-tye	C. Lange	Siam. lug	229	Chinese	
Mary Anna	Minster	Ger. bk	513	Remedios & Co	Manila
Mary Mildred	Smith	Brit. sh	469	Order	
Midnight	Kendrick	Amr. sh	838	Order	
Norma	T. Kieshaum	Ger. bk	339	Bourjau & Co	
Nen Granada	Bauer	Ger. bk	340	Ed. Schellhass & Co	Tientsin
Pepita	T. Atteleca	Span. bk	390	Remedios & Co	
Presto	N. Irgens	Dut. bk	360	Ed. Schellhass & Co	
Sea Belle	Goggin	Brit. bk	307	P. & O. Co	
Siamese Crown	J. J. Witt	Siam. sh	532	Chinese	
Sophie	L. Ohlsen	Ger. bg	210	Bourjau & Co	
Sumatra	J. Mullin	Amr. sh	1072	Russell & Co	
Vesta	Hoost	Ger. bk	700	Wm. Pustan & Co	Channel f. o.

RECEIVING VESSELS & HULKS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
Chase	Webster	Pw. Mag.	283	Harbour Master	
Fort William	Purchase	Hulk	1000	P. & O. Co	
John Adam	Stroud	Hulk	318	Water Police	

H. M. S. SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain.	Where At.
Avon	doub. sc. gun vs.	4	120	Comr. Patterson	Singapore
Cadmus	Steam Corvette	17	400	Capt. Wm. H. Whyte	Shanghai
Curlew	doub. sc. gun vl.	3	160	Comdr. E. J. Church	Hongkong
Dwarf	doub. sc. gun vl.	4	20	Comdr. B. W. Bax	Yokohama
Elk	doub. sc. gun vl.	4	120	Comdr. J. B. Burnett	Tientsin
Flamer	Hospital	—	—	—	Hongkong
Frolic	double sc. gun vl.	4	100	Comdr. C. E. Buckle	Malacca
Hornet	double sc. gun vl.	4	120	Comdr. Cameron	Foochow
Iron Duke	doub. sc. iron sh.	14	800	Capt. W. Arthur	Malacca
Kestrel	double sc. gun vl.	4	100	Comdr. Boulton	Foochow
Meanee	Military Hospital	—	—	—	Hongkong
Midge	doub. sc. gun vl.	4	120	Comdr. Grant	Singapore
Mosquito	gun-boat	4	60	Lieut. Comr. Atkinson	Hankow
Opossum	gun-boat	3	60	Lieut. Comr. Fairlie	Hongkong
Princess Charlotte	Receiving ship	12	—	Com. J. E. Parish	Hongkong
Ringdove	doub. sc. gun vl.	3	160	Comr. Pitman	Shanghai
Salamis	pad. des. vessel	2	250	Lieut. A. C. Littleton	Homeward bound
Teazer	doub. sc. gun vs.	4	120	Com. Hon. Fitzmaurice	Hongkong
Thalia	Steam Corvette	6	400	Capt. H. B. Woollcombe	Singapore
Thistle	doub. sc. gun vs.	4	120	Comr. H. K. Leet	Yokohama

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Ascold	Russian cor.	2500	12	Tirtoff
Belliquense	French cor.	1200	—	Libaudiere
Hartford	Amer. cor.	2900	21	E. R. Colhoun
Iroquois	Amer. cor.	790	7	H. Ad Adams
Marques de la Victoria	Span. Des.	2000	2	Fossi

SHIPPING IN THE CHINA WATERS.

Vessel.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
WHAMPOA. STEAMERS.					
Lintin		Brit. str	69	Achoong	
WHAMPOA. SAILING VESSELS.					
J. H. Jessen	Karstens	Ger. bk	400	Wm. Pustan & Co	
Lenoux Castle	W. Stewart	Brit. sh	693	V